

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI RNAV (GPS) Rwy 13¹
RNAV (GPS) Rwy 17¹
RNAV (GPS) Rwy 31¹
RNAV (GPS) Rwy 35¹
VOR Rwy 35²

¹NA when local weather not available.

²Category D, 800-2¼.

ALBION, NE

ALBION MUNI NDB Rwy 33
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

ALLIANCE, NE

ALLIANCE MUNI RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 30
VOR Rwy 30

NA when local weather not available.

AURORA, NE

AURORA MUNI-
AL POTTER FIELD RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

BEATRICE, NE

BEATRICE MUNI RNAV (GPS) Rwy 17¹²
RNAV (GPS) Rwy 35¹²
VOR Rwy 13¹²
VOR Rwy 17³
VOR Rwy 35¹²

¹NA when local weather not available.

²Category D, 800-2¼.

³Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

BLAIR, NE

BLAIR MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

BROKENBOW, NE

BROKEN BOW MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
VOR/DME Rwy 32

NA when local weather not available.

CHADRON, NE

CHADRON MUNI ILS Rwy 2¹²
NDB Rwy 20¹
VOR/DME Rwy 2³⁴
VOR/DME Rwy 20³⁵

¹NA when Chadron weather not available, except for operators with approved weather reporting service.

²ILS, 700-2.

³NA except for operators with approved weather reporting service.

⁴Categories A,B, 1000-2; Category C, 1000-2¼, Category D, 1000-3.

⁵Categories A,B, 1300-2; Categories C, D, 1300-3.

COLUMBUS, NE

COLUMBUS MUNI LOC/DME Rwy 14¹
VOR Rwy 14²

¹NA when local weather not available.

²Category D, 800-2¼.

DODGE CITY, KS

DODGE CITY
RGNL ILS or LOC Rwy 14
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

NAME **ALTERNATE MINIMUMS**
FALLS CITY, NE
 BRENNER FIELD RNAV (GPS) Rwy 32
 NA when local weather not available.

FREMONT, NE
 FREMONT MUNI RNAV (GPS) Rwy 14
 NA when local weather not available.

GARDEN CITY, KS
 GARDEN CITY RGNL RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 30
 RNAV (GPS) Rwy 35
 VOR/DME Rwy 17
 VOR/DME Rwy 30
 VOR/DME Rwy 35
 NA when local weather not available.

GRAND ISLAND, NE
 CENTRAL NEBRASKA
 RGNL ILS or LOC Rwy 35¹
 RNAV (GPS) Rwy 13²
 RNAV (GPS) Rwy 17²
 RNAV (GPS) Rwy 31²
 RNAV (GPS) Rwy 35²
 VOR/DME Rwy 13²

¹DME required.
²NA when local weather not available.

GREAT BEND, KS
 GREAT BEND MUNI NDB Rwy 35
 RNAV (GPS) Rwy 35
 NA when local weather not available.

HASTINGS, NE
 HASTINGS MUNI RNAV (GPS) Rwy 14
 NA when local weather not available.

HAYS, KS
 HAYS RGNL ILS or LOC Rwy 34¹
 VOR Rwy 16²
¹LOC, NA.
²Category D, 800-2¼.

HILL CITY, KS
 HILL CITY MUNI RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 NA when local weather not available.
 Category C, 1000-2¼.

HOLDREGE, NE
 BREWSTER FIELD RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 VOR/DME-A¹
 A when local weather not available.
¹Category C, 800-2¼; Category D, 800-2¼.

NAME **ALTERNATE MINIMUMS**
HUTCHINSON, KS
 HUTCHINSON MUNI ILS Rwy 13¹
 LOC BC Rwy 31¹
 NDB Rwy 13¹
 RNAV (GPS) Rwy 13²
 RNAV (GPS) Rwy 31²

¹NA when control tower closed.
²NA when local weather not available.

IMPERIAL, NE
 IMPERIAL MUNI RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 NA when local weather not available.

KEARNEY, NE
 KEARNEY RGNL RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 NA when local weather not available.

LAWRENCE, KS
 LAWRENCE MUNI ILS or LOC Rwy 33¹
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33
 VOR/DME-A
 NA when local weather not available.
¹ILS, Category C, 700-2.

LEXINGTON, NE
 JIM KELLY FIELD RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
 NA when local weather not available.

LIBERAL, KS
 LIBERAL-MID
 AMERICA RGNL ILS or LOC Rwy 35
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 35
 VOR/DME Rwy 17
 VOR Rwy 4¹
 VOR Rwy 35
 NA when local weather not available.
¹Category D, 800-2¼.

LINCOLN, NE
 LINCOLN RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 NA when local weather not available.

MANHATTAN, KS
 MANHATTAN RGNL ILS Rwy 3
 NA when control tower closed.

VALENTINE, NE
MILLER FIELD NDB Rwy 32,900-2.

NAME ALTERNATE MINIMUMS

WICHITA, KS

COLONEL

JAMES JABARA ILS or LOC/DME Rwy 18¹

RNAV (GPS) Rwy 18²

RNAV (GPS) Rwy 36²

RNAV (GPS)-E²

VOR-A²

NA when local weather not available.

¹ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.

²Category D, 800-2¼.

WICHITA

MID-CONTINENT ILS or LOC Rwy 1L¹

ILS or LOC Rwy 1R¹

ILS Rwy 19R¹

ILS or LOC Rwy 19L²

VOR Rwy 14³

¹LOC, Category E, 800-2¼.

²Category E, 800-2¼.

³Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

YORK, NE

YORK MUNI RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

RADAR INSTRUMENT APPROACH MINIMUMS

MARSHALL AAF (KFRI), KS (Fort Riley) (08241 USA)

ELEV 1065

RADAR - (E) 120.35 254.35 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	4	3.0°/36/683	ABCD	1265-¾	200	(200-¾)
ASR	4		AB	1700-1	635	(700-1)
			C	1700-1¾	635	(700-1¾)
			D	1700-2	635	(700-2)
	22		AB	1680-1	616	(700-1)
			C	1680-1¾	616	(700-1¾)
			D	1680-2	616	(700-2)
CIR	All Rwy ¹		AB	1700-1	635	(700-1)
			C	1700-1¾	635	(700-1¾)
			D	1760-2¼	695	(700-2¼)

Lost Communications (All Rwys): As directed on initial contact.

¹Circling not authorized NW of RWY 4-22.

OFFUTT AFB (KOFF), NE (Omaha) (Amdt 1 08017 USAF)

ELEV 1052

RADAR - (E) 127.85 135.35 281.5 290.550 298.875 335.5 340.9 378.8 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	30 ⁴⁵⁶	2.8°/57/1178	ABCDE	1189/24	200	(200-½)
	12 ²³⁵⁷⁸	3.0°/46/1066	ABCDE	1293/50	250	(300-1)

¹PAR opr 1200-0400Z++ Mon-Fri, with option to close PAR early upon termination of 55th WG flying, Sat-Sun operations will be on call only, NO-NOTAM preventive maint sked: PAR 1300-1500Z++ Wed and Fri. ²When ALS inop, RVR/vis increase not required. ³VGSI and procedure TCH not coincident. ⁴When ALS inop, increase CAT ABCDE RVR to 40 and VIS to ¾.

⁵CAUTION: Extensive light aircraft in vicinity Millard Muni. ⁶MISSED APPROACH: Climb and maintain 3000, fly heading 304°. Expect RADAR Vectors. ⁷CAUTION: Terrain 1053' MSL, 200' to 250' from threshold, 360' to 400' left of course. USAF: When VGSI INOP, straight in procedures to Rwy 12 at night requires approval from MAJCOM DO or equivalent. ⁸MISSED APPROACH: Climb and maintain 3000, fly heading 124°. Expect RADAR Vectors.



INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI (ANW)

ORIG 08157 (FAA)

NOTE: **Rwy 31**, fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.**ALBION, NE**

ALBION MUNI (BVN)

AMDT 1 08269 (FAA)

NOTE: **Rwy 15**, trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33**, trees, vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.**ATKINSON, NE**

STUART-ATKINSON MUNI (8V2)

ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA.

NAME TAKE-OFF MINIMUMS

AURORA, NE

AURORA MUNI - AL POTTER FIELD (AUH)

ORIG 08269 (FAA)

NOTE: **Rwy 16**, trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34**, fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.**BASSETT, NE**

ROCK COUNTY (RBE)

AMDT 1 89068 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 13, 20, 31**, 300-1.

BEATRICE, NE

BEATRICE MUNI (BIE)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS

MORITZ MEMORIAL (K61)

AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26**, NA.

DEPARTURE PROCEDURE: **Rwys 17, 35**, climb to 2400 before turning east on course.

BLAIR, NE

BLAIR MUNI (BTA)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.

NOTE: **Rwy 13**, rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31**, trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKENBOW, NE

BROKEN BOW MUNI (BBW)

AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.**CLAY CENTER, KS**

CLAY CENTER MUNI (CYW)

ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.**COFFEYVILLE, KS**

COFFEYVILLE MUNI (CFV)

ORIG 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4, 17, 22, 35**, 300-1.**COLBY, KS**

SHALZ FIELD (CBK)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30**, N/A-Environmental.

NOTE: **Rwy 17**, terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL.

Rwy 35, terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS, NE

COLUMBUS MUNI (OLU)

AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 331' per NM to 1800.

NOTE: **Rwy 2**, tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14**, multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20**, tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32**, multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS

BLOSSER MUNI (CNK)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, NA.**COZAD, NE**

COZAD MUNI (CZD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Environmental.

NOTE: **Rwy 13**, grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL. Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31**, multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.

**CRETE, NE**

CRETE MUNI (CEK)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA -
Environmental.

NOTE: **Rwy 17**, numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35**, numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE

DAVID CITY MUNI (93Y)
ORIG 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-turf runways.
NOTE: **Rwy 14**, trees 2062' from departure end of runway, 1041' right of centerline, 75' AGL/1689' MSL. **Rwy 32**, highway 883' from departure end of runway, 715' left of centerline, 15' AGL/1636' MSL. Trees 1793' from departure end of runway, 221' left of centerline, 75' AGL/1694' MSL.

ELKHART, KS

ELKHART-MORTON COUNTY (EHA)
ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 500-1¼ or std. with a min. climb of 237' per NM to 4300.
NOTE: **Rwy 22**, tower 4964' from departure end of runway, 3935' right of centerline, 403' AGL/4023' MSL.

EMPORIA, KS

EMPORIA MUNI (EMP)
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.
NOTE: **Rwy 19**, tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA, KS

EUREKA MUNI (13K)
ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.

FAIRBURY, NE

FAIRBURY MUNI (FBY)
ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA-VFR/Turf Rwy.
NOTE: **Rwy 17**, multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35**, multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

FALLS CITY, NE

BRENNER FIELD (FNB)
AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.
NOTE: **Rwy 14**, pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32**, tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORT LEAVENWORTH, KS

SHERMAN AAF (FLV)
ORIG 05300 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, Climb via heading 155° to 1700 before turning southwest.
NOTE: **Rwy 15**, road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33**, multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.



**FORT SCOTT, KS**

FORT SCOTT MUNI (FSK)

ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36**, multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

FREMONT, NE

FREMONT MUNI (FET)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 19**, Climb heading 185° to 1800 before proceeding on course.

NOTE: **Rwy 1**, vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14**, tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19**, vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32**, multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS

GARDEN CITY RGNL (GCK)

ORIG 07186 (FAA)

NOTE: **Rwy 12**, multiple trees beginning 585' from departure end of runway, 431' left of centerline, up to 52' AGL/2926' MSL.

GOODLAND, KS

RENNER FIELD/GOODLAND MUNI (GLD)

AMDT 4 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, NA.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.

NOTE: **Rwy 12**, road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17**, rod on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Rod on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23**, road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30**, rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

GORDON, NE

GORDON MUNI (GRN)

AMDT 2 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.

DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

GOTHENBURG, NE

QUINN FIELD (GTE)

AMDT 1 81106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

GRAND ISLAND, NE

CENTRAL NEBRASKA RGNL (GRI)

ORIG 07354 (FAA)

NOTE: **Rwy 13**, tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

GRANT, NE

GRANT MUNI (GGF)

ORIG 08213 (FAA)

NOTE: **Rwy 15**, post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33**, terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.





GREAT BEND, KS

GREAT BEND MUNI (GBD)

ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 352° to 3200 before turning eastbound.

NOTE: **Rwy 35**, tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

HASTINGS, NE

HASTINGS MUNI (HSI)

AMDT 3 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.

NOTE: **Rwy 14**, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS

HAYS RGNL (HYS)

AMDT 2 92180 (FAA)

DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

HEBRON, NE

HEBRON MUNI (HJH)

ORIG 85115 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, 300-1.

DEPARTURE PROCEDURE: **All Rwys**: climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS

HILL CITY MUNI (HLC)

ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. with a min. climb of 380' to 2500.

DEPARTURE PROCEDURE: **Rwy 35**, climb via heading 352° to 3100 before turning left.

NOTE: **Rwy 17**, tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35**, tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

HOLDREGE, NE

BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 3800 before turning right. **Rwy 36**, climb runway heading to 3600 before turning left.

HUGOTON, KS

HUGOTON MUNI (HQQ)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.

NOTE: **Rwy 2**, multiple poles, hangars, and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20**, vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

HUTCHINSON, KS

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1 or std. with a min. climb of 370' per NM to 1700.

DEPARTURE PROCEDURE: **All Rwys**, eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.

IMPERIAL, NE

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.

INDEPENDENCE, KS

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17**, trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35**, obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1**, trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19**, vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.





TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09295

JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 1 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, NA. **Rwy 18**, 400-2 or std. with a min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climb to 2000 via heading 105° before proceeding on course. **Rwy 18**, climb runway heading to 2000 before proceeding on course. **Rwys 23, 31, 36**, climb to 2000 via heading 270° before proceeding on course.

KEARNEY, NE

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, cross departure end of runway at or above 20' AGL/2149' MSL.

NOTE: **Rwy 13**, trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

KIMBALL, NE

KIMBALL MUNI/ROBERT E. ARRAJ FIELD

(IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10**, fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28**, terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

LAWRENCE, KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. with a min. climb of 387' per NM to 1300. **Rwy 33**, 300-1 or std. with a min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1**, bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15**, tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19**, tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL.

LAWRENCE MUNI (LWC) (CON'T)

Rwy 33, tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON, NE

JIM KELLY FIELD (LXN)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, std. w/ min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 136° to 3500' before turning right. **Rwy 19**, for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500' MSL before proceeding on course.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14**, multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32**, fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL)

AMDT 5 07242 (FAA)

NOTE: **Rwy 4**, obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL. **Rwy 35**, multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN, NE

LINCOLN (LNK)

ORIG 08269 (FAA)

NOTE: **Rwy 14**, windsock 262' from departure end of runway, 369' left of centerline, 7' AGL/1187' MSL.

Rwy 18, rod on obstruction light tower 3858' from departure end of runway, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35**, warehouse 4463' from departure end of runway, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)

AMDT 6 02108 (FAA)

DEPARTURE PROCEDURE: **All runways**, westbound departures heading 210° through 360° NA. **Rwy 31**, departures NA when R-3602B active.

NOTE: R-3602B restricted area immediately west of airport. **Rwy 33**, 100' AGL tree 7690' from departure end of runway, 1507' left of centerline. **Rwy 13**, 100' AGL tree 1873' from departure end of runway, 519' left of centerline. **Rwy 21**, 100' AGL tree 1020' from departure end of runway, 714' right of centerline. **Rwy 31**, 100' AGL tree 8354' from departure end of runway, 867' right of centerline.

09295



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**MARSHALL AAF (KFRI)**

FORT RILEY, KS 07186

Rwy 22, 400-2¼"

* Or standard with minimum climb of 273/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22:** Climb on heading 224° to 2200 before proceeding on course.TAKE-OFF OBSTACLES: **Rwy 4:** Ridgeline 1212'

MSL, 2721' from DER, 1104' right of centerline.

Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

Rwy 22: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.**MARYSVILLE, KS**

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15,** 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33,** 500-1½ or std. with a min. climb of 496' per NM to 1900.DEPARTURE PROCEDURE: **Rwys 2, 20,** climb runway heading to 1900 before turning.**MC CONNELL AFB (KIAB)**

WICHITA, KS 09043

TAKE-OFF OBSTACLES: **Rwy 1L,** KC135 tail 42' AGL/ 1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R,** KC135 tail 42' AGL/ 1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/ 1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/ 1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/ 1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/ 1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/ 1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/ 1400' MSL, 43' from DER, 306' right of centerline.**MC COOK, NE**

MC COOK RGNL (MCK)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-Environmental.NOTE: **Rwy 4,** tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12,** multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22,** pole 843' from departure end of runway, 95' right of centerline, 28' AGL/ 2587' MSL.**MC PHERSON, KS**

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26,** NA-Environmental.NOTE: **Rwy 18,** trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36,** bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/ 1594' MSL.**MINDEN, NE**

PIONEER VILLAGE FIELD (0V3)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Turf.DEPARTURE PROCEDURE: **Rwy 34,** climb heading 339° to 3000 before turning right.NOTE: **Rwy 16,** multiple trees and guard posts beginning 32' from DER, 171' right of centerline up to 75' AGL/2223' MSL. Multiple trees beginning 193' from DER, 465' left of centerline up to 67' AGL/2204' MSL. Multiple street lights beginning 840' from DER, 278' right of centerline up to 29' AGL/2181' MSL. Multiple buildings beginning 1656' from DER, 156' right of centerline up to 70' AGL/2225' MSL. Grain elevator 2000' from DER, 100' right of centerline, 100' AGL/ 2244' MSL. **Rwy 34,** trees 192' from DER, 324' left of centerline, up to 49' AGL/2200' MSL. Trees 337' from DER, 156' left of centerline, up to 11' AGL/2165' MSL.**NEBRASKA CITY, NE**

NEBRASKA CITY MUNI (AFK)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.**NORTH PLATTE, NE**

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb runway heading to 4000 before turning right. **Rwy 35,** climb runway heading to 4000 before turning left.**NORTON, KS**

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental. **Rwy 16,** 400-3.NOTES: **Rwy 16,** Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34,** Tree 630' from departure end of runway, 203' left of centerline, 100' AGL/2489' MSL.**O'NEILL, NE**

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22,** climb runway heading to 2600 before turning.**OAKLEY, KS**

OAKLEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: **Rwy 16,** bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34,** tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.

**OBERLIN, KS**

OBERLIN MUNI (OIN)

ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.**OFFUTT AFB (KOFF)**

OMAHA, NE ORIG 07354

TAKE-OFF OBSTACLES: **Rwy 30**, Terrain 1058' to 1067' MSL, 31' to 500' from DER, 500' to 636' right of centerline. Aircraft on North Ramp 38' AGL/1094' MSL, 582' from DER, 597' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1156' MSL, 22' inward of DER, 501' left of centerline.

Rwy 12: Trees 85' to 106' AGL/1052' to 1076' MSL, 2758' to 3827' from DER, 1184' to 1516' left of centerline. Trees 88' AGL/1057' MSL, 2593' from DER, 944' right of centerline.

OGALLALA, NE

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.**OLATHE, KS**

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18**, multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36**, antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD)

ORIG 05300 (FAA)

NOTE: **Rwy 4**, fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18**, tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36**, ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R**, Climb heading 139° to 2600 before proceeding on course. **Rwy 18**, Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R**, Climb heading 319° to 2600 before proceeding westbound. **Rwy 36**, Climb heading 355° to 2600 before turning left.

NOTES: **Rwy 14L**, Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R**, Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. **Rwy 18**, Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L**, Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R**, Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36**, Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1½ or std. w/min. climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 123° to 3200 before proceeding on course.

Rwy 30, climb via heading 303° to 3000 before proceeding on course.

NOTE: **Rwy 12**, multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30**, multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental. DEPARTURE PROCEDURE: **Rwy 13**, climb heading 131° to 3000 before turning right.

NOTE: **Rwy 13**, pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31**, trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.



**OSHKOSH, NE**

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 125° to 4000 before turning right.**OTTAWA, KS**

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 23, 31**, NA.**PARSONS, KS**

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35**, trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.

PHILLIPSBURG, KS

PHILLIPSBURG MUNI (PHG)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA (Turf runway)NOTE: **Rwy 31**, trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.**PITTSBURG, KS**

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: **Rwy 10**, 972 MSL pole, 335' from departure end

of runway, 477' right of centerline. **Rwy 16**, 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.

RUSHVILLE, NE

MODISSETT (9V5)

ORIG 09239 (FAA)

NOTE: **Rwy 14**, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32**, terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.

RUSSELL, KS

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.

NOTE: **Rwy 17**, post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35**, multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

SALINA, KS

SALINA MUNI (SLN)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL. **Rwy 12**, rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17**, road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18**, rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22**, trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30**, trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36**, trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL

WILLIAM B. HEILIG FIELD (BFF)

AMDT 4 93175 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course. **Rwy 30**, climb runway heading to 5500 before proceeding on course.

SEWARD, NE

SEWARD MUNI (SWT)

ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, NA.

DEPARTURE PROCEDURE: **Rwy 4**, climb to 2800 before turning on course. **Rwy 16**, climb runway heading to 3500 before turning right. **Rwy 34**, climb runway heading to 3000 before turning left.



**SIDNEY, NE**

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21** NA-Environmental.

SUPERIOR, NE

SUPERIOR MUNI (12K)

ORIG 91318 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.

TEKAMAH, NE

TEKAMAH MUNI (TQE)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.

NOTE: **Rwy 14**, north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. **Rwy 32**, trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.

THEDFORD, NE

THOMAS COUNTY (TIF)

AMDT 1 08269 (FAA)

NOTE: **Rwy 11**, trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29**, trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

TOPEKA, KS

FORBES FIELD (FOE)

ORIG 09183 (FAA)

NOTE: **Rwy 3**, trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL. **Rwy 31**, rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

TOPEKA, KS (CON'T)

PHILIP BILLARD MUNI (TOP)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1 ¼ or std. w/ min. climb of 286' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 224° to 1900 before turning right. **Rwy 31**, climb heading 309° to 1800 before turning left.

NOTE: **Rwy 4**, antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13**, tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18**, trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31**, trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36**, trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS

ULYSSES (ULS)

AMDT 2 87239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700.

DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.

VALENTINE, NE

MILLER FIELD (VTN)

AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 4000 before proceeding on course. **Rwy 32**, climb heading 317° to 4000 before proceeding on course.

NOTE: **Rwy 14**, multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.



WAHOO, NE

WAHOO MUNI (AHQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-
Environmental.

NOTE: **Rwy 2**, terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20**, fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

WAYNE, NE

WAYNE MUNI (LCG)

AMDT 3 04330 (FAA)

NOTE: **Rwy 35**, pole 388' from departure end of runway, 540' left of centerline, 19' AGL/1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

WELLINGTON, KS

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: **Rwy 17**, terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.

WICHITA, KS

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 36**, 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: **Rwy 1L**, tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

YORK, NE

YORK MUNI (JYR)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-
Environmental.

NOTE: **Rwy 35**, Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

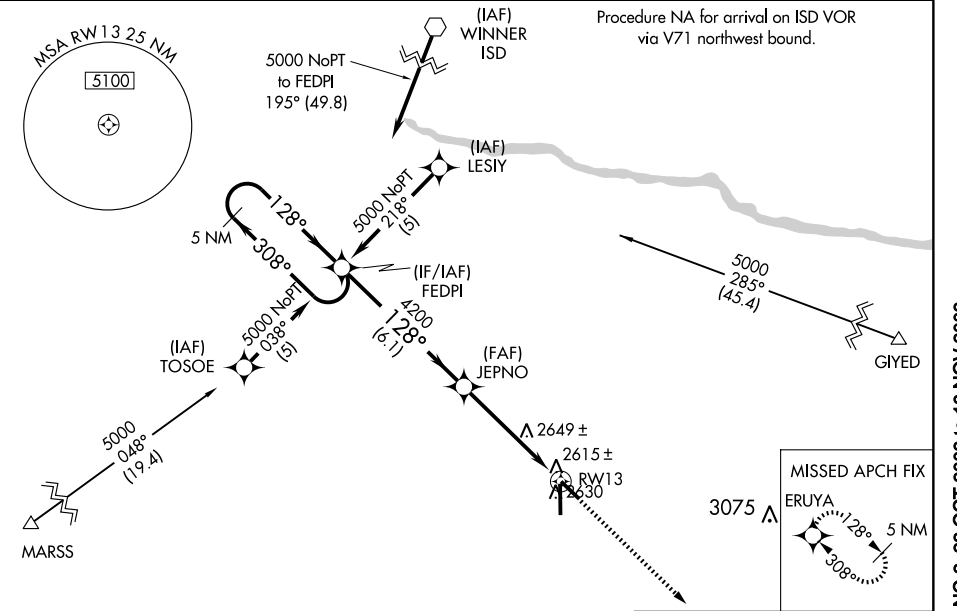
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

MISSED APPROACH: Climb to 5000 direct ERUYA and hold.

AWOS-3 118.325	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern

FEDPI

JEPNO

5000

308°

128°

128°

4200

GS 3.00° TCH 50

6.1 NM

4 NM

0.8 NM

RW13

*0.8 NM to RW13

*LNAV only

5000

ERUYA

ELEV 2589

128° to RW13

TDZE 2587

3500 X75

627.4 X110

2630

35

AS

P

CATEGORY	A	B	C	D
LPV DA	2837-1 250 (300-1)			
LNAV/VNAV DA	2885-1 298 (300-1)			
LNAV MDA	2900-1 313 (400-1)			
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)

REIL Rwy 31 0

MIRL Rwy 13-31 and 17-35 0

NC-2. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6824
173°	TDZE	2589
	Apt Elev	2589

RNAV (GPS) RWY 17

AINSWORTH MUNI (ANW)

▼

▲

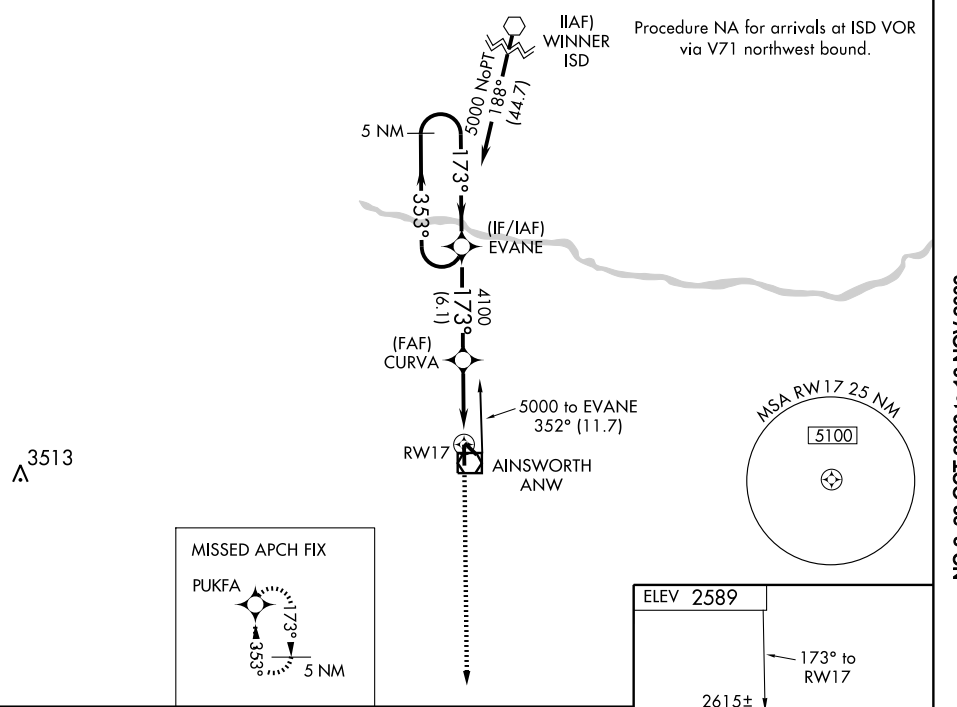
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). When local altimeter setting not received, use Valentine altimeter setting and increase DA 70 feet and LNAV/VNAV Cat A/B/C visibility ¼ mile, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting. DME/DME RNP-0.3 NA.

MALSR

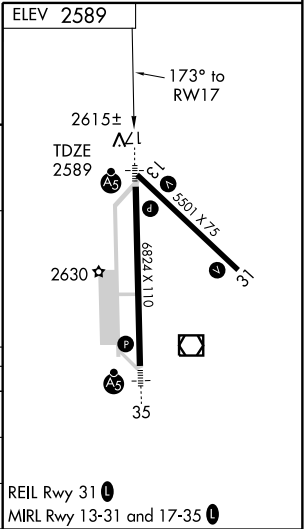
MISSED APPROACH:

Climb to 5000
direct PUKFA
and hold.

AWOS-3 118.325	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern					5000	PUKFA
EVANE					↑	✱
CURVA					*1.5 NM to RWY 17	*LNAV only
5000 ← 353° 173° →						
GS 3.00° TCH 46						
4100						
6.1 NM 3.1 NM 1.5						
CATEGORY	A	B	C	D		
LNAV/VNAV DA	2885-½		296 (300-½)		2885-¾ 296 (300-¾)	
LNAV MDA	3100-½		511 (600-½)		3100-1 511 (600-1)	
CIRCLING	3100-1		511 (600-1)		3100-1½ 511 (600-1½)	

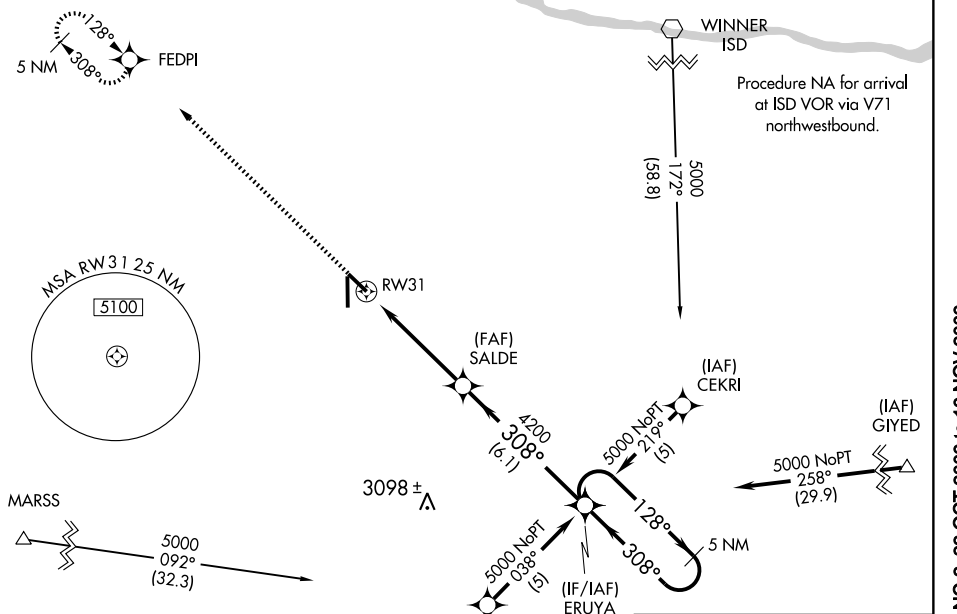


NC-2. 22 OCT 2009 to 19 NOV 2009

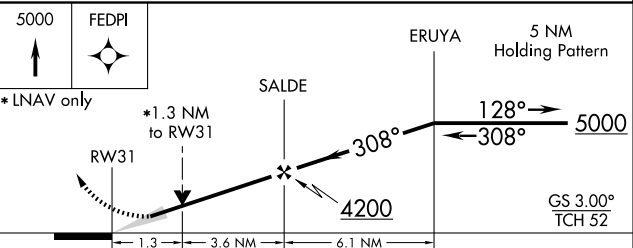
⚠ For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet, and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

MISSED APPROACH:
Climb to 5000 direct FEDPI and hold.

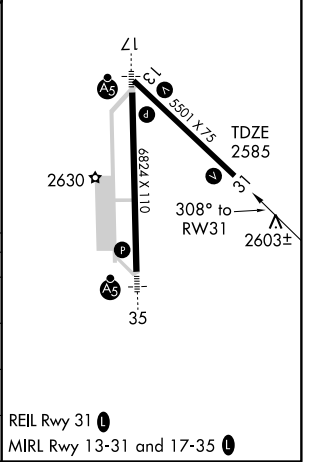
AWOS-3 118.325	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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ELEV 2589



CATEGORY	A	B	C	D
LPV DA	2835-1	250 (300-1)		
LNAV/VNAV DA	2873-1	288 (300-1)		
LNAV MDA	3060-1	475 (500-1)	3060-1¼ 475 (500-1¼)	3060-1½ 475 (500-1½)
CIRCLING	3060-1	471 (500-1)	3060-1½ 471 (500-1½)	3140-2 551 (600-2)



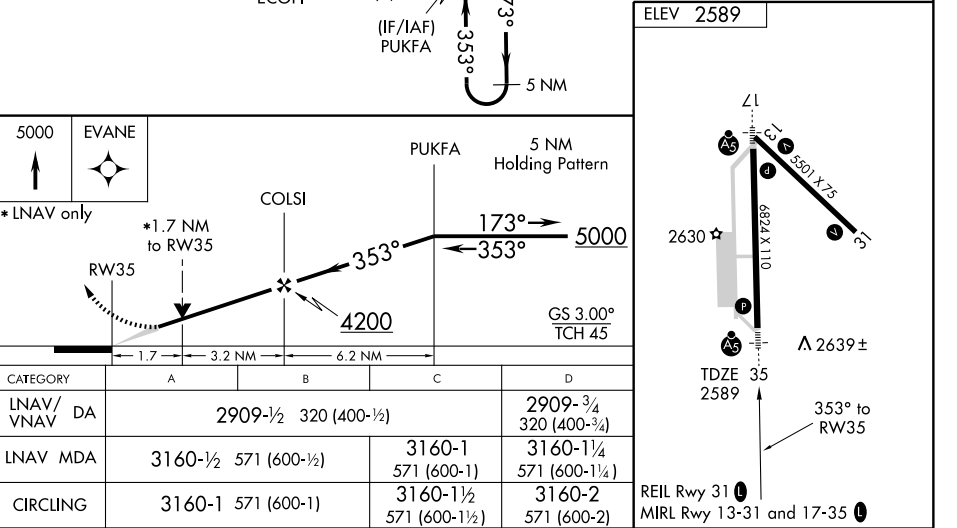
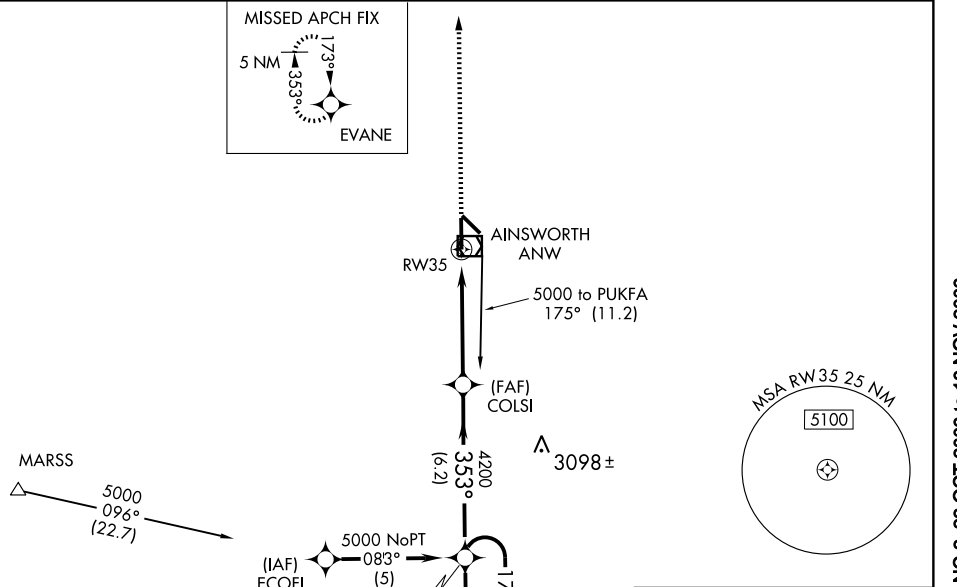
NC-2, 22 OCT 2009 to 19 NOV 2009

For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility Cats A/B/C ¼ mile, increase all MDA 80 feet and LNAV Cat C and D visibility ¼ mile and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

MALSR

MISSED APPROACH:
Climb to 5000
direct EVANE
and hold.

AWOS-3 118.325	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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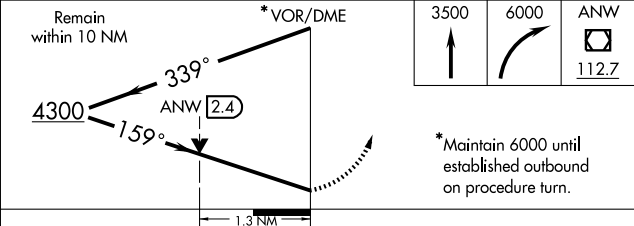
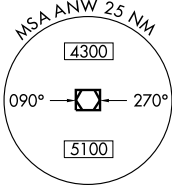
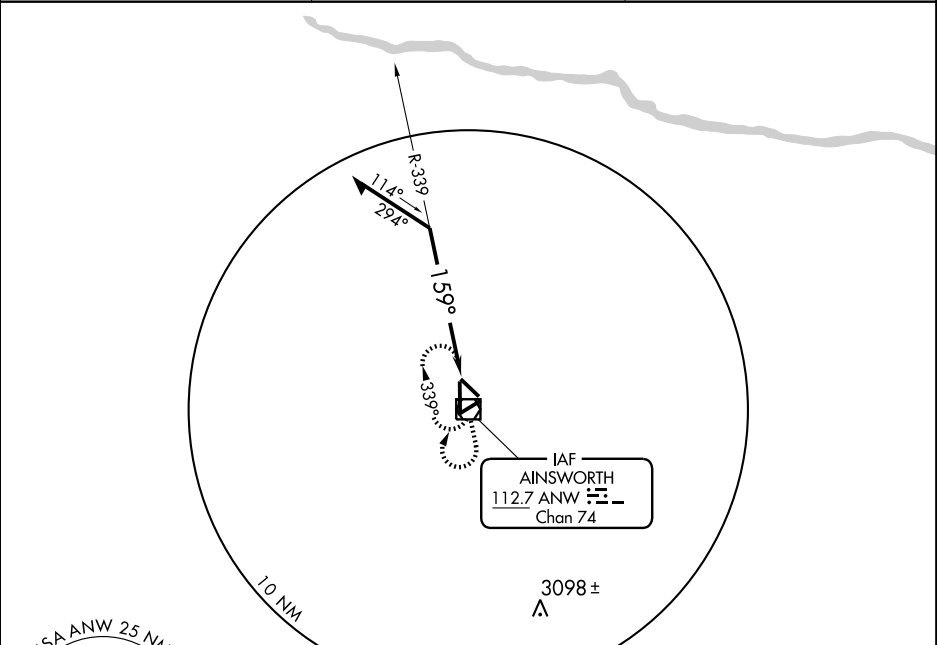


VOR/DME ANW 112.7 Chan 74	APP CRS 159°	Rwy Idg TDZE Apt Elev	6824 2589 2589
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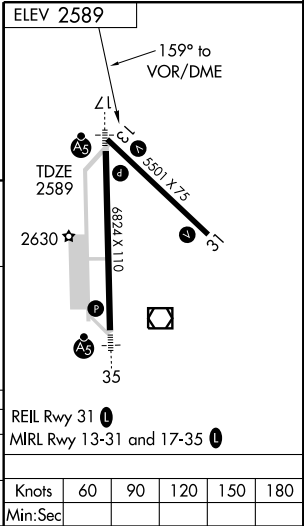
VOR RWY 17
AINSWORTH MUNI(ANW)

	MALSR 	MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct ANW VOR/DME and hold.
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AWOS-3 118.325	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 
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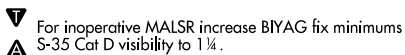
CATEGORY	A	B	C	D
S-17	3060-½ 471 (500-½)		3060-¾ 471 (500-¾)	3060-1 471 (500-1)
CIRCLING	3060-1 471 (500-1)		3060-1½ 471 (500-1½)	3140-2 551 (600-2)



APP CRS
008°

Rwy Idg	6824
TDZE	2589
Apt Elev	2589

VOR RWY 35
AINSWORTH MUNI(ANW)



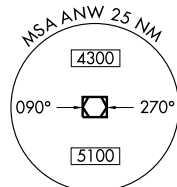
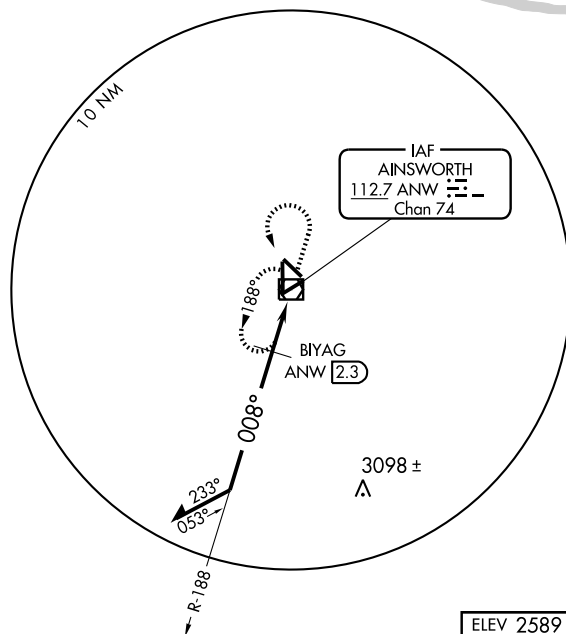
MALSR
A5

MISSED APPROACH: Climb to 3500 then climbing left turn to 6000 direct ANW VOR/DME and hold.

AWOS-3
118.325

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM

*VOR/DME

350C

6000

ANW

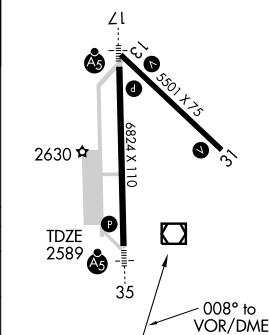
* Maintain 6000 until established outbound on procedure turn.

CATEGORY	A	B	C	D
S-35	3300-1/2 711 (800-1/2)		3300-1 1/2 711 (800-1 1/2)	3300-1 3/4 711 (800-1 3/4)
CIRCLING	3300-1 711 (800-1)		3300-2 711 (800-2)	3300-2 1/4 711 (800-2 1/4)

BIYAG FIX MINIMUMS

S-35	3000-1/2 411 (500-1/2)		3000-3/4 411 (500-3/4)	3000-1 411 (500-1)
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1 1/2 451 (500-1 1/2)	3140-2 551 (600-2)

ELEV 2589



REIL Rwy 31 **L** /
MIRL Rwy 13-31 and 17-35 **L**

Knots	60	90	120	150	180
Min:Sec					

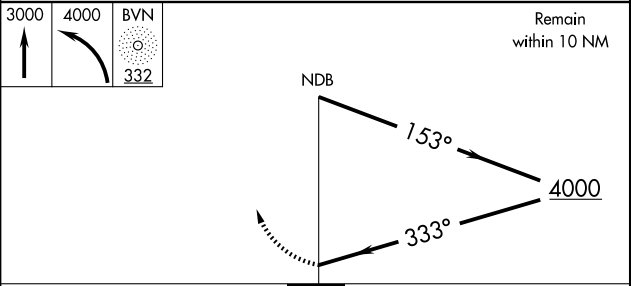
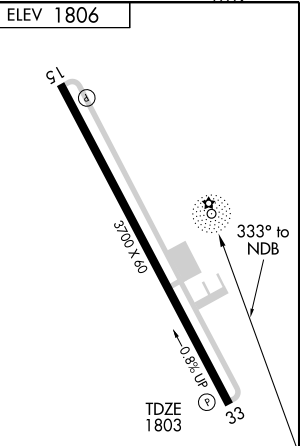
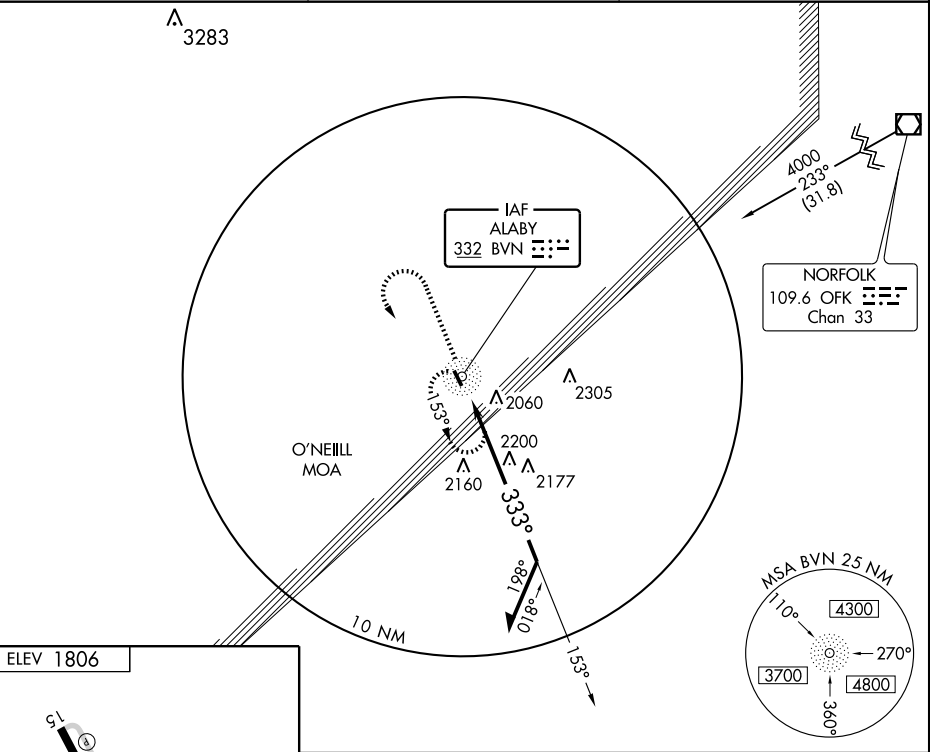
NDB BVN	APP CRS	Rwy Idg	3700
332	333°	TDZE	1803
		Apt Elev	1806

NDB RWY 33
ALBION MUNI (BVN)

⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 120 feet and increase S-33 Cat A and circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct BVN NDB and hold, continue climb-in-hold to 4000.

AWOS-3 118.575	MINNEAPOLIS CENTER 128.0 385.5	CTAF 122.9 0
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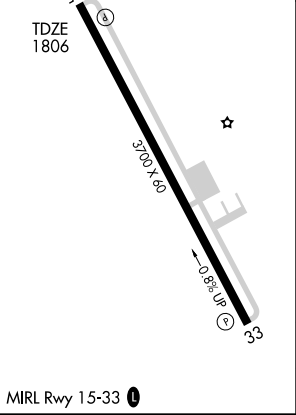
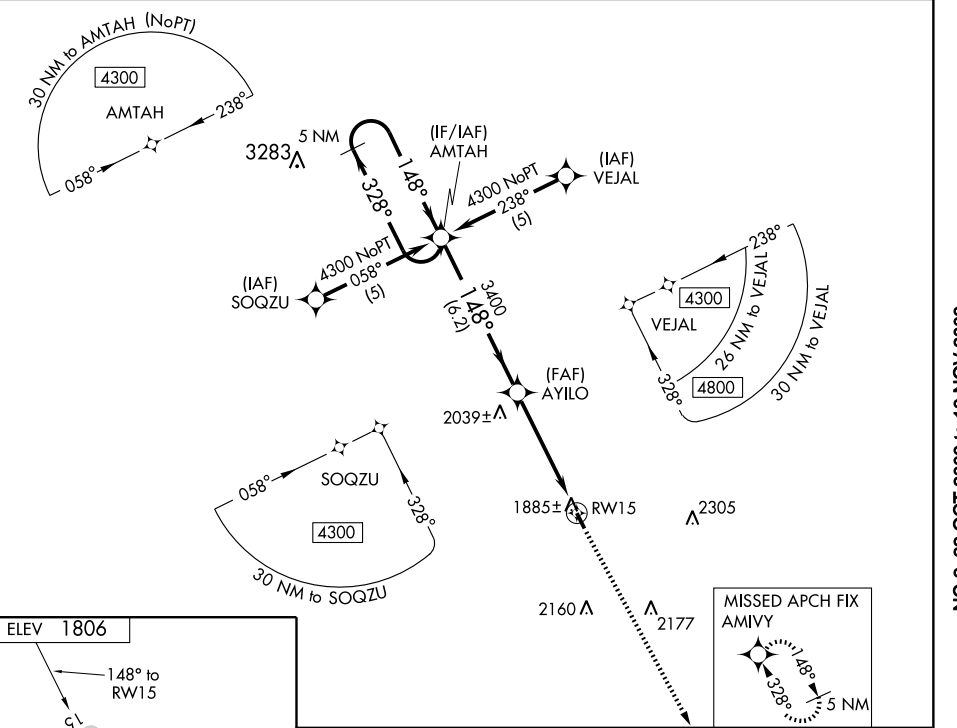


CATEGORY	A	B	C	D
S-33	2600-1 797 (800-1)	2600-1¼ 797 (800-1¼)	NA	
CIRCLING	2600-1 794 (800-1)	2600-1¼ 794 (800-1¼)	NA	

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Norfolk altimeter setting.

MISSED APPROACH:
Climb to 4300 direct AMIVY and hold.

AWOS-3 118.575	MINNEAPOLIS CENTER 128.0 385.5	CTAF 122.9 0
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5 NM Holding Pattern		*LNAV only		4300	AMIVY
4300		AMTAH	AYILO	*0.9 NM to RW15	
GS 3.00° TCH 40		328°	148°	RW15	
		6.2 NM	3.9 NM	0.9	
CATEGORY	A	B	C	D	
LPV DA	2130-1¼	324 (400-1¼)	NA		
LNAV/VNAV DA	2269-1¾	463 (500-1¾)	NA		
LNAV MDA	2140-1	334 (400-1)	NA		
CIRCLING	2340-1 534 (600-1)	2420-1 614 (700-1)	NA		

WAAS CH 93913 W33A	APP CRS 328°	Rwy Idg 3700 TDZE 1803 Apt Elev 1806
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RNAV (GPS) RWY 33

ALBION MUNI (BVN)

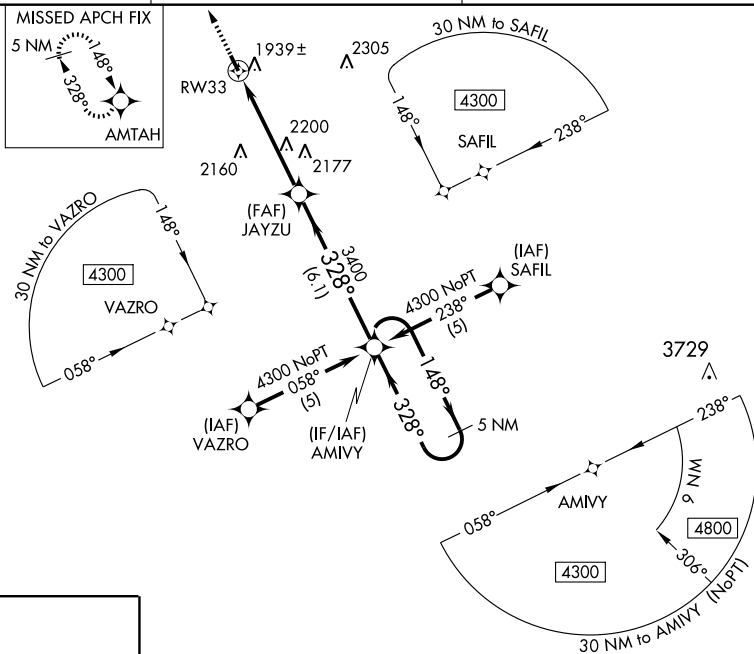
T Baro-VNAV NA when using Norfolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B and Circling Cat B visibility ¼ mile. VDP NA when using Norfolk altimeter setting.

MISSED APPROACH:
Climb to 4300 direct
AMTAH and hold.

AWOS-3
118.575

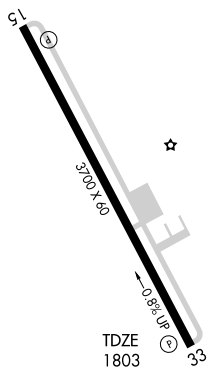
MINNEAPOLIS CENTER
128.0 385.5

CTAF
122.9 

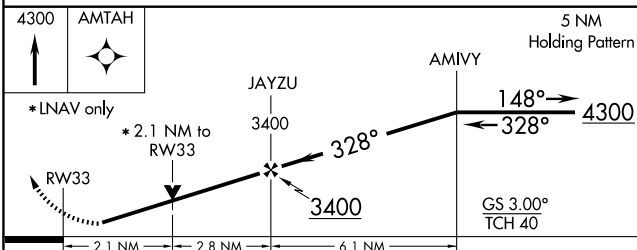


NC-2. 22 OCT 2009 to 19 NOV 2009

ELEV 1806

TDZE
1803

328° to

MIRL Rwy 15-33 **L**

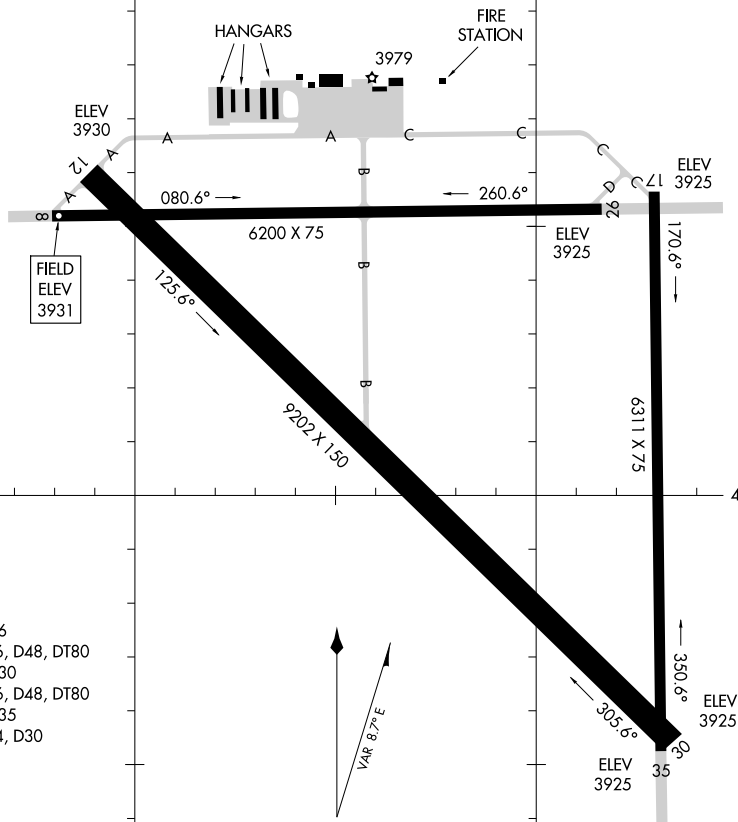
CATEGORY		A	B	C	D
LPV	DA	2053-1	250 (300-1)		NA
LNAV/ VNAV	DA	2279-1¾	476 (500-1¾)		NA
LNAV	MDA	2500-1	697 (700-1)		NA
CIRCLING		2500-1	694 (700-1)		NA

AIRPORT DIAGRAM

AL-16 (FAA)

ALLIANCE MUNI (AIA)
ALLIANCE, NEBRASKA

ASOS
135.075
CTAF/UNICOM
123.0



RWY 8-26
S36, D48, DT80
RWY 12-30
S36, D48, DT80
RWY 17-35
S24, D30

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W



NC-2, 22 OCT 2009 to 19 NOV 2009

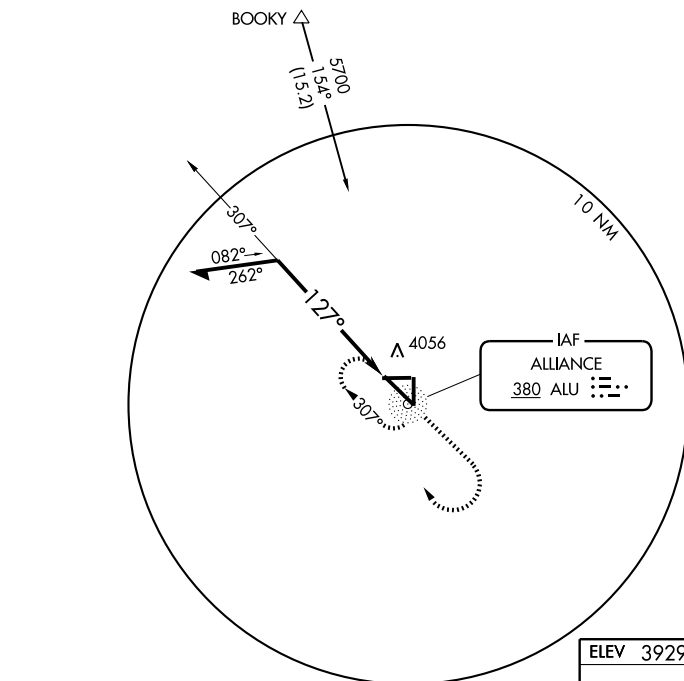
NDB ALU	APP CRS	Rwy Idg	9202
<u>380</u>	127°	TDZE	3928
		Apt Elev	3929

A NA

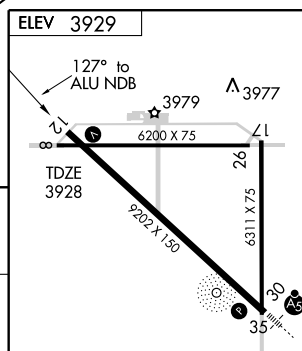
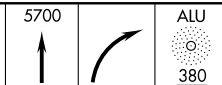
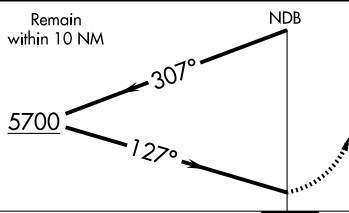
MISSED APPROACH: Climb to 5700 then right turn direct ALU NDB and hold.

ASOS
135.075

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) **L**

5749 $\Delta \Delta$ 5749



CATEGORY	A	B	C	D	E
S-12	4580-1	652 (700-1)	4580-1 652 (700-1)	4580-2 652 (700-2)	NA
CIRCLING	4580-1	651 (700-1)	4580-1 651 (700-1)	4580-2 651 (700-2)	NA

REIL Rwy 12 **L**
MIRL Rwy 8-26 and 12-30 **L**

Knots	60	90	120	150	180
Min:Sec					

Rwy Idg	6200
TDZE	3931
Apt Elev	3931

MISSED APPROACH: Climb to 5700 direct JETI and hold.

UNICOM
123.0 (CTAF) **L**

5749 Δ Δ 5749

5 NM
Holding Pattern

5700

JEKTI

The diagram illustrates the flight path of the aircraft. It begins at a point 6000 units from the left, heading left at 258°. It then turns right to 078° and passes through WAKPA. The path continues at 078° through UBAYU, where the altitude is 5800. A third turn occurs, resulting in a 3.05° angle from the horizontal, with a clearance of TCH 45. The final segment of the path is 1.3 NM to RW08. Horizontal distances of 6.1 NM and 4.3 NM are marked between WAKPA, UBAYU, and the final turn point. A dashed line indicates the path continues beyond RW08.

ELEV 3931

CATEGORY	A	B	C	D
LNAV MDA	4400-1	469 (500-1)	4400-1¼ 469 (500-1¼)	4400-1½ 469 (500-1½)
CIRCLING	4400-1	469 (500-1)	4400-1½ 509 (600-1½)	4500-2 569 (600-2)

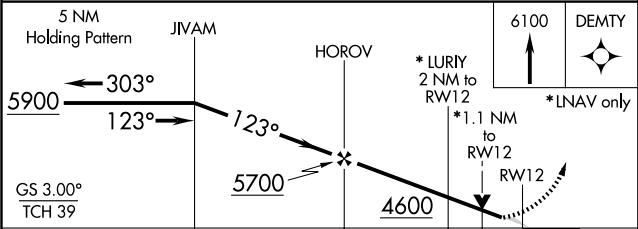
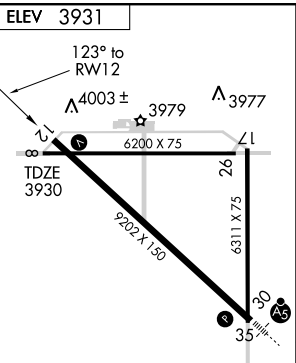
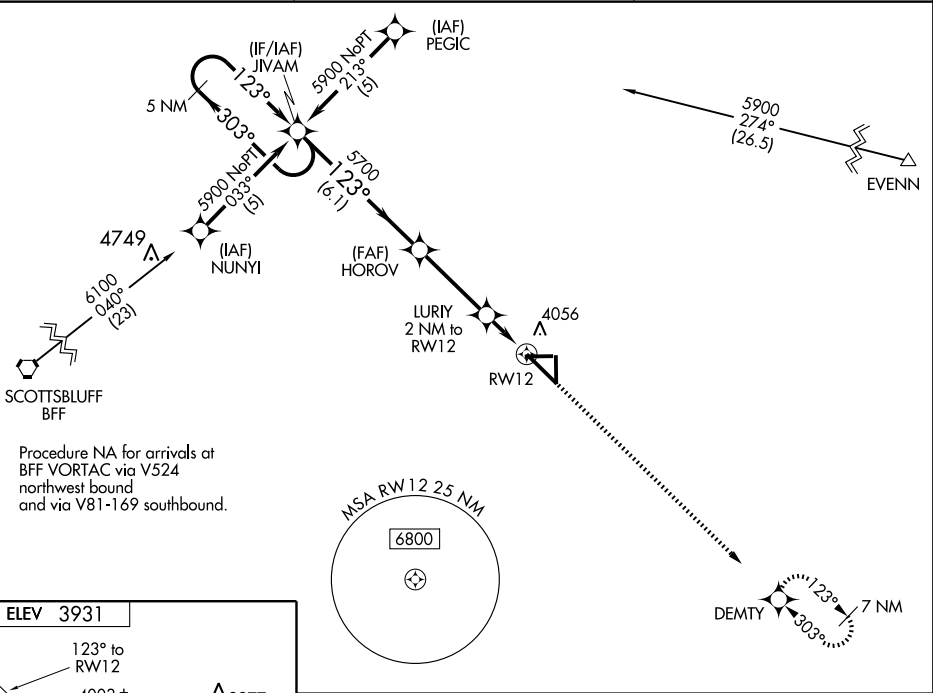
REIL Rwy 12 **L**
MIRL Rwy 8-26 and 12-30 **L**

WAAS	APP CRS	Rwy Idg	9202
CH 61202	123°	TDZE	3930
W12A		Apt Elev	3931

▲ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. BARO-VNAV NA when using Scottsbluff altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6100 direct DENTY and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	4180-1	250 (300-1)		
LNAV/VNAV DA	4273-1¼	343 (400-1¼)		
LNAV MDA	4320-1	390 (400-1)	4320-1¼	390 (400-1¼)
CIRCLING	4360-1¼ 429 (500-1¼)	4400-1¼ 469 (500-1¼)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)

REIL Rwy 12 **0**
MIRL Rwy 8-26 and 12-30 **0**

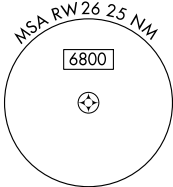
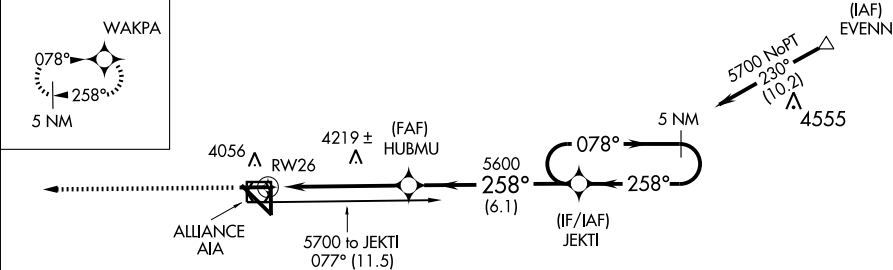
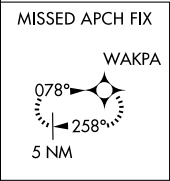
APP CRS	Rwy Idg	6200
258°	TDZE	3927
	Apt Elev	3931

RNAV (GPS) RWY 26
ALLIANCE MUNI (AIA)

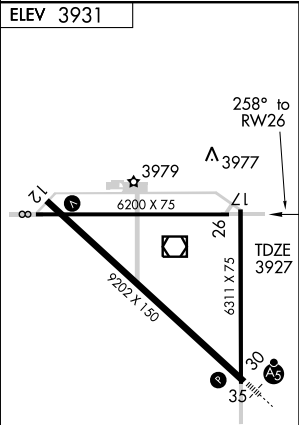
If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6000 direct WAKPA and hold.

ASOS 135,075	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 0
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ELEV 3931



6000	WAKPA	5 NM Holding Pattern			
CATEGORY	A		B	C	D
LNAV MDA	4480-1 553 (600-1)			4480-1½ 553 (600-1½)	4480-1¾ 553 (600-1¾)
CIRCLING	4480-1 549 (600-1)			4480-1½ 549 (600-1½)	4500-2 569 (600-2)


REIL Rwy 12 0
MIRL Rwy 8-26 and 12-30 0

WAAS CH 82102 W30A	APP CRS 303°	Rwy Idg TDZE Apt Elev	9202 3927 3931
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RNAV (GPS) RWY 30
ALLIANCE MUNI (ATA)

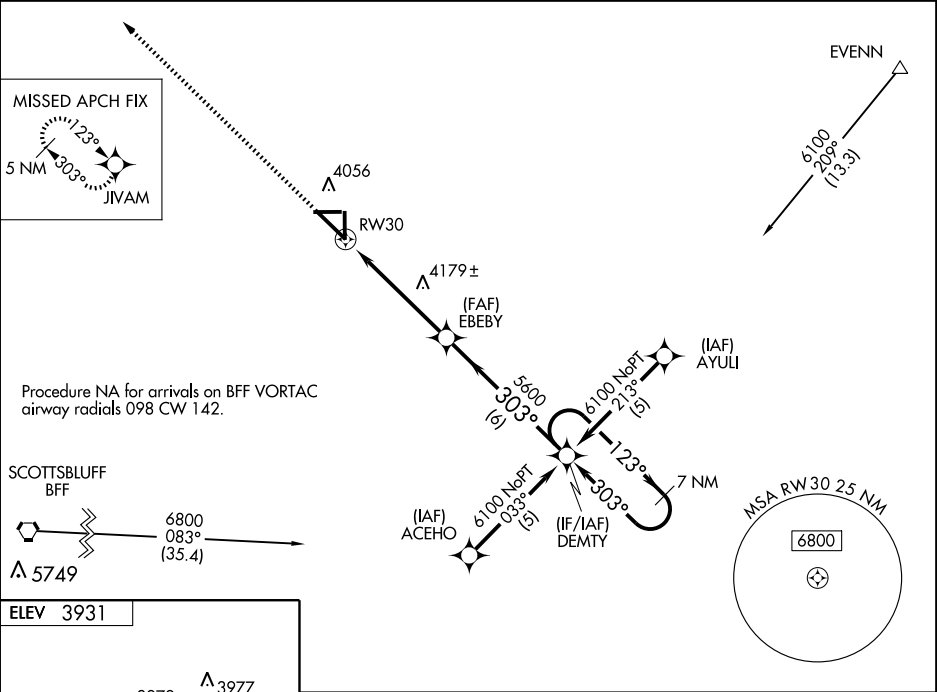
A For inoperative MALSR, increase LNAV/VNAV all Cats and LNAV Cats A/B visibility to 1. If local altimeter setting not received, use Scottsbluff altimeter setting and increase DA 91 feet and all MDA 100 feet, S-30 Cat C/D visibility ¼ mile and circling Cat C ¼ mile. Baro-VNAV NA when using Scottsbluff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MALSR

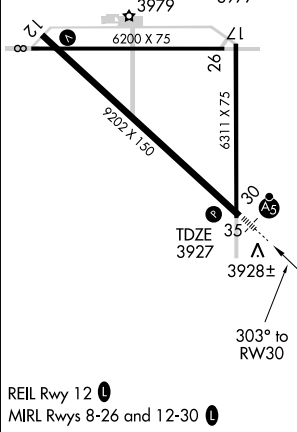


MISSED APPROACH:
Climb to 5900 direct
JIVAM and hold.

ASOS 135.075	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 0
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ELEV 3931



Λ 3977

3979

6200 X 75

6311 X 75

9202 X 150

TDZE 3927

3928±

303° to RW30

5900 JIVAM

VGSI and RNAV glidepath not coincident.

*LNAV only

*1.5 NM to RW30

RW30

EBEY

DEMTY

7 NM Holding Pattern

123° 6100

303°

5600

GS 3.00° TCH 39

CATEGORY	A	B	C	D
LPV DA	4177-¾	250 (300-¾)		
LNAV/VNAV DA	4178-¾	251 (300-¾)		
LNAV MDA	4440-¾ 513 (600-¾)	4440-1 513 (600-1)	4440-1½ 513 (600-1½)	4440-2 513 (600-2)
CIRCLING	4440-1 509 (600-1)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)	

REIL Rwy 12 0

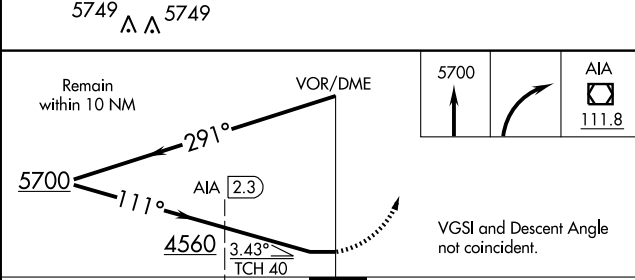
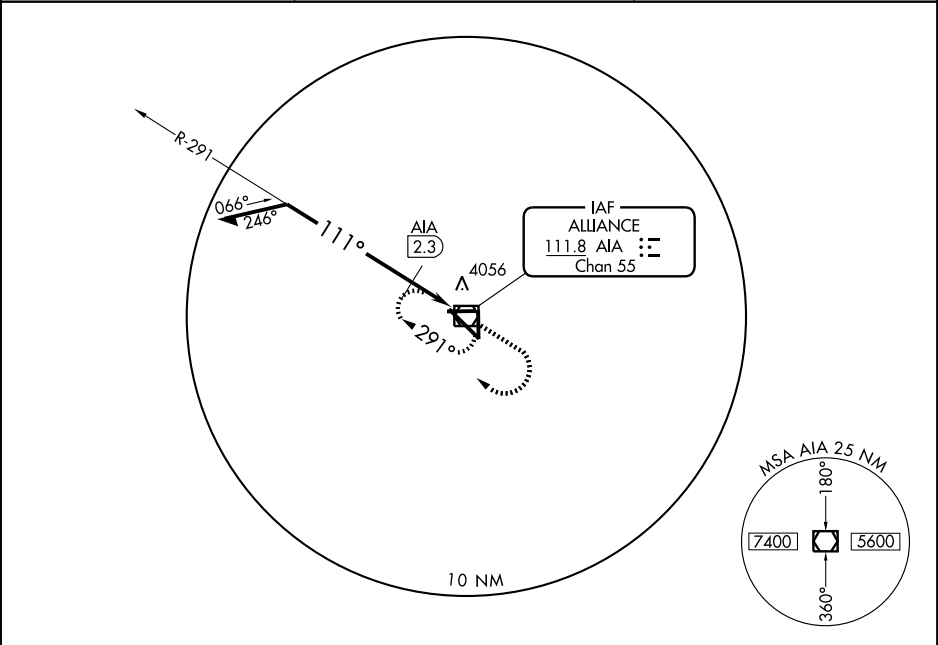
MIRL Rwy 8-26 and 12-30 0

VOR RWY 12
ALLIANCE MUNI (AIA)

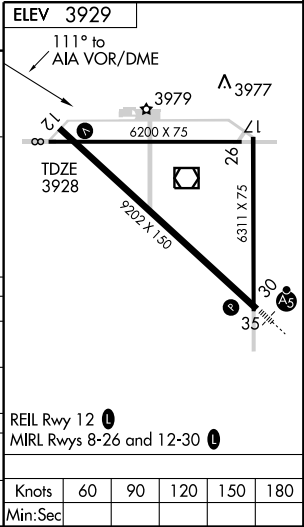
VOR/DME AIA 111.8 Chan 55	APP CRS 111°	Rwy Idg TDZE 3928 Apt Elev 3929
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MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS 135.075	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-12	4560-1 632 (700-1)		4560-1¼ 632 (700-1¼)	4560-2 632 (700-2)
CIRCLING	4560-1 631 (700-1)		4560-1¼ 631 (700-1¼)	4560-2 631 (700-2)
DME MINIMUMS				
S-12	4380-1 452 (500-1)		4380-1¼ 452 (500-1¼)	4380-1½ 452 (500-1½)
CIRCLING	4420-1 491 (500-1)		4420-1½ 491 (500-1½)	4480-2 551 (600-2)



VOR RWY 30
ALLIANCE MUNI (ATA)

VOR/DME AIA 111.8 Chan 55	APP CRS 314°	Rwy Idg 9202 TDZE 3927 Apt Elev 3931
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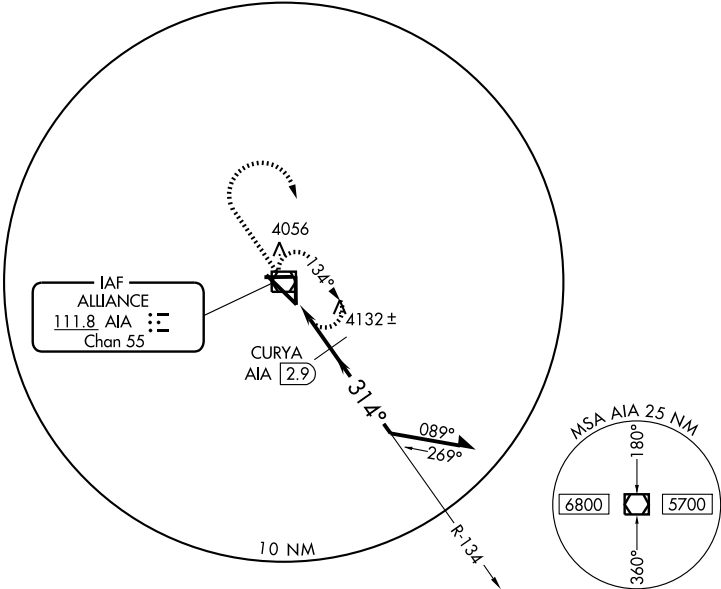
▲ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. For inoperative MALSR, increase S-30 Cats A and B visibility to 1. For inoperative MALSR, increase CURYA fix minimums Cats A and B visibility to 1. VDP NA when using Scottsbluff altimeter setting.

MALSR

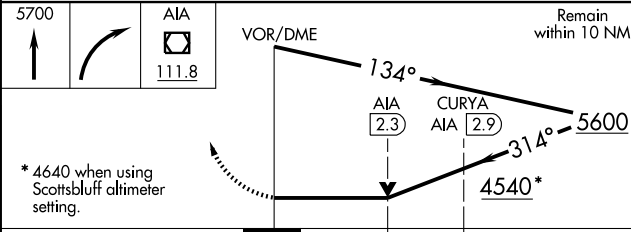


MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

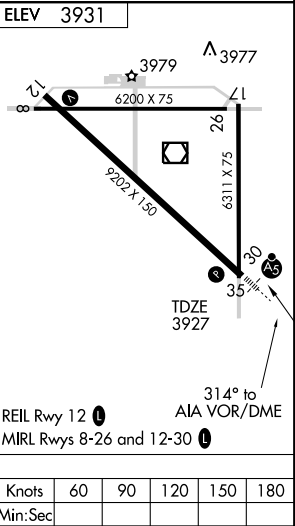
ASOS 135.075	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 0
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5749 **▲** **▲** 5749



CATEGORY	A	B	C	D
S-30	4540-3/4	613 (700-3/4)	4540-1 1/4 613 (700-1 1/4)	4540-1 1/2 613 (700-1 1/2)
CIRCLING	4540-1	609 (700-1)	4540-1 3/4 609 (700-1 3/4)	4540-2 609 (700-2)
CURYA FIX MINIMUMS				
S-30	4400-3/4 473 (500-3/4)		4400-1 473 (500-1)	
CIRCLING	4400-1 469 (500-1)		4440-1 1/2 509 (600-1 1/2)	

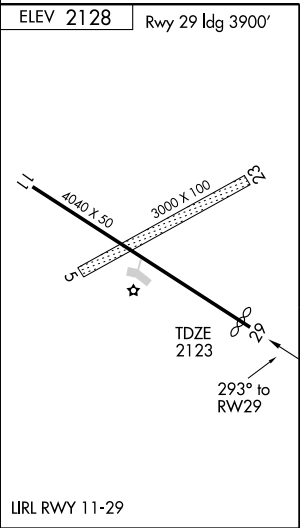
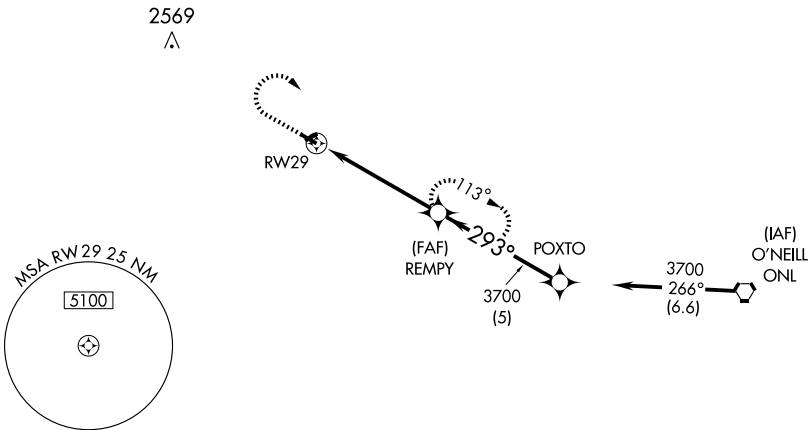


GPS RWY 29

ATKINSON/STUART-ATKINSON MUNI (8V2)

APP CRS	Rwy Idg	3900
293°	TDZE	2123
	Apt Elev	2128

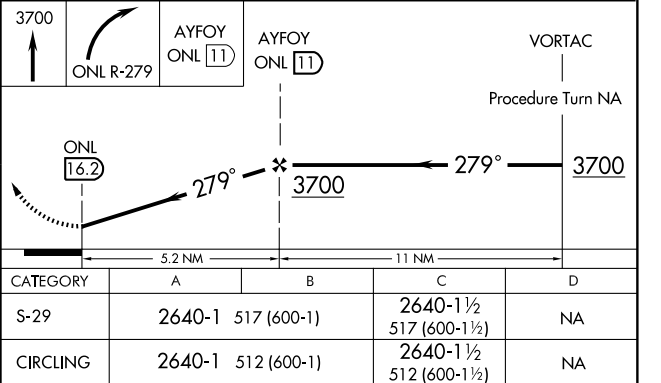
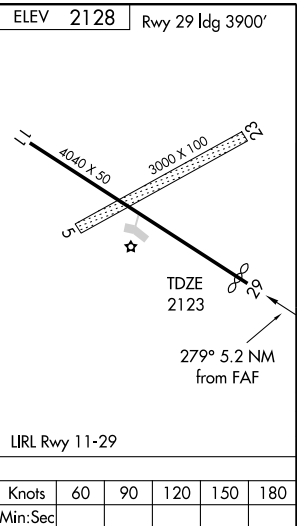
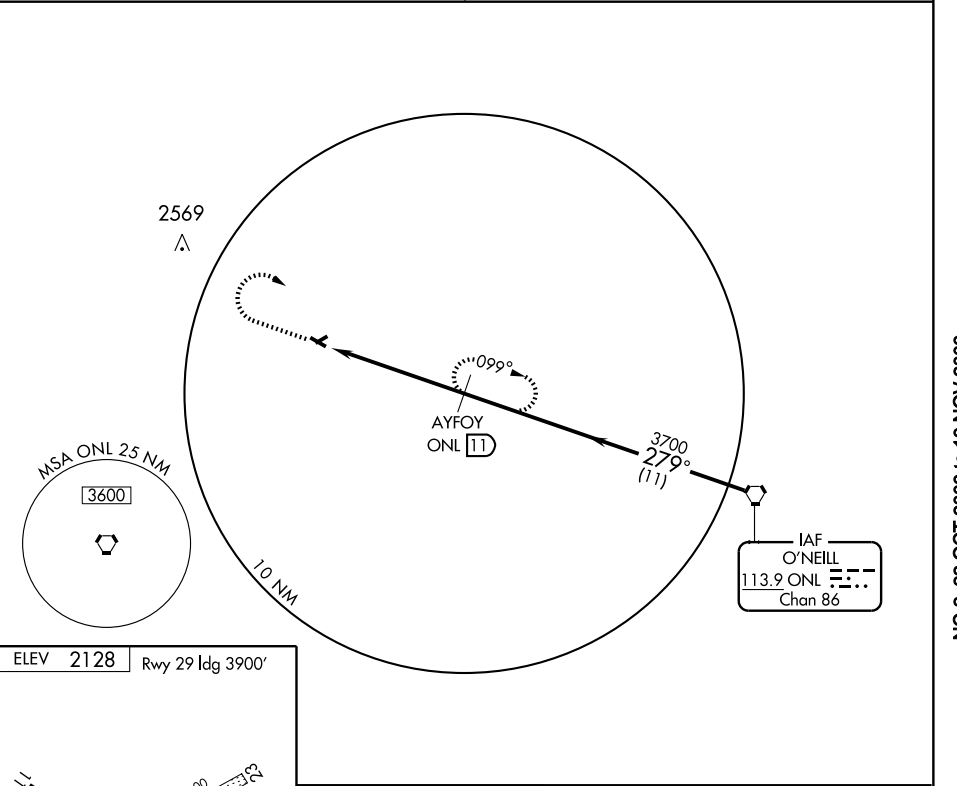
<div><div>▼</div><div>Use O'Neill altimeter setting.</div></div> <div><div>▲</div><div>NA</div></div>	MISSED APPROACH: Climb to 3700 then right turn direct REMPY WP and hold.
MINNEAPOLIS CENTER 128.0 385.5	CTAF 122.9



	3700	REMPY	POXTOM	
		REMPY	POXTOM	
	293°	293°	3700	Procedure Turn NA
	5 NM	5 NM		
CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

VORTAC ONL	APP CRS	Rwy Idg	3900
113.9	279°	TDZE	2123
Chan 86		Apt Elev	2128

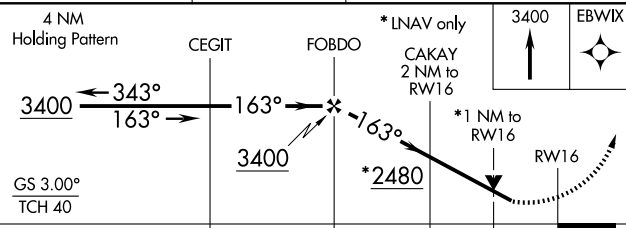
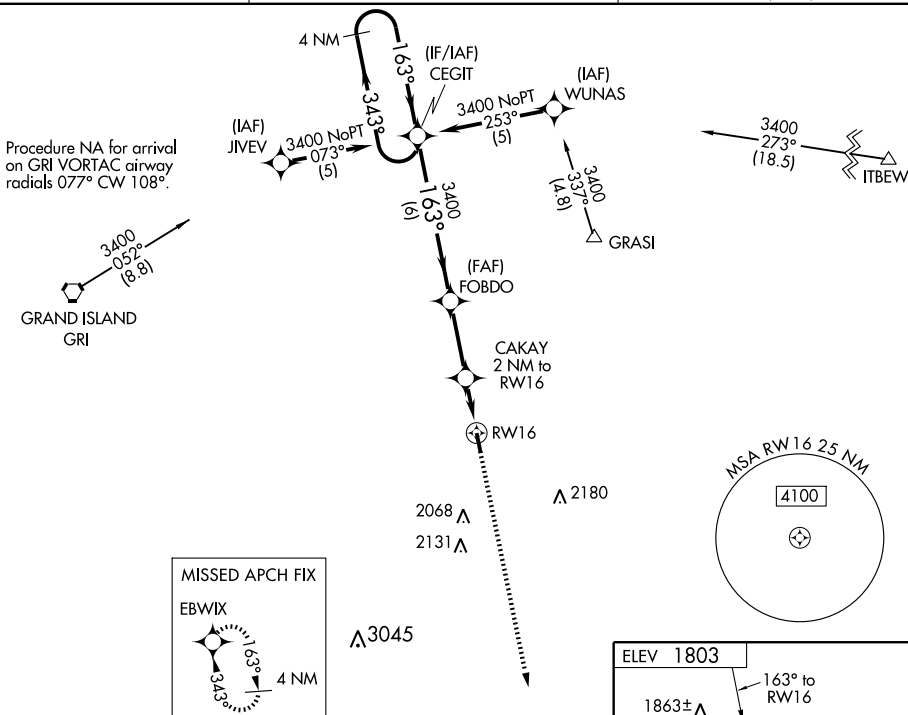
<div><div>▼</div><div>▲ NA</div></div> <div>Use O'Neill altimeter setting.</div>	MISSED APPROACH: Climb to 3700 then right turn via ONL R-279 to AYFOY 11 DME and hold.
MINNEAPOLIS CENTER 128.0 385.5	CTAF 122.9



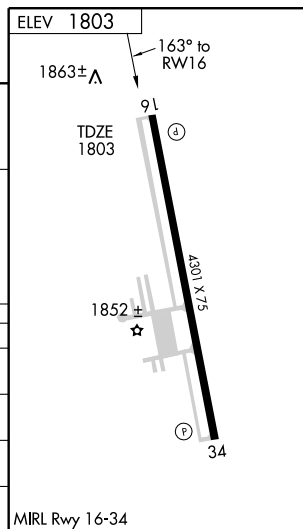
MISSED APPROACH:
Climb to 3400 direct
EBWIX and hold.

▼ Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Grand Island altimeter setting.

AWOS-3 121.225	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF)
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CATEGORY		A		B		C		D	
LPV	DA	2102-1 299 (300-1)				NA			
LNAV/ VNAV	DA	2133-1¼ 330 (400-1¼)				NA			
LNAV	MDA	2160-1 357 (400-1)				NA			
CIRCLING		2300-1 497 (500-1)		2340-1 537 (600-1)		NA			



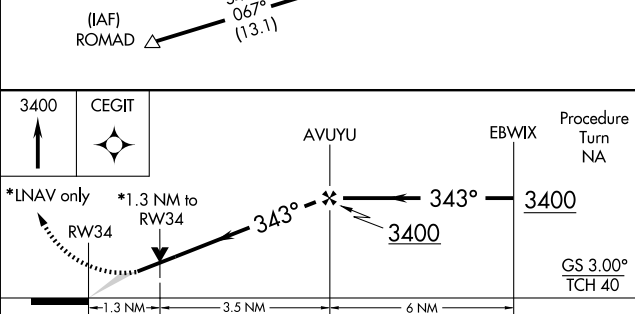
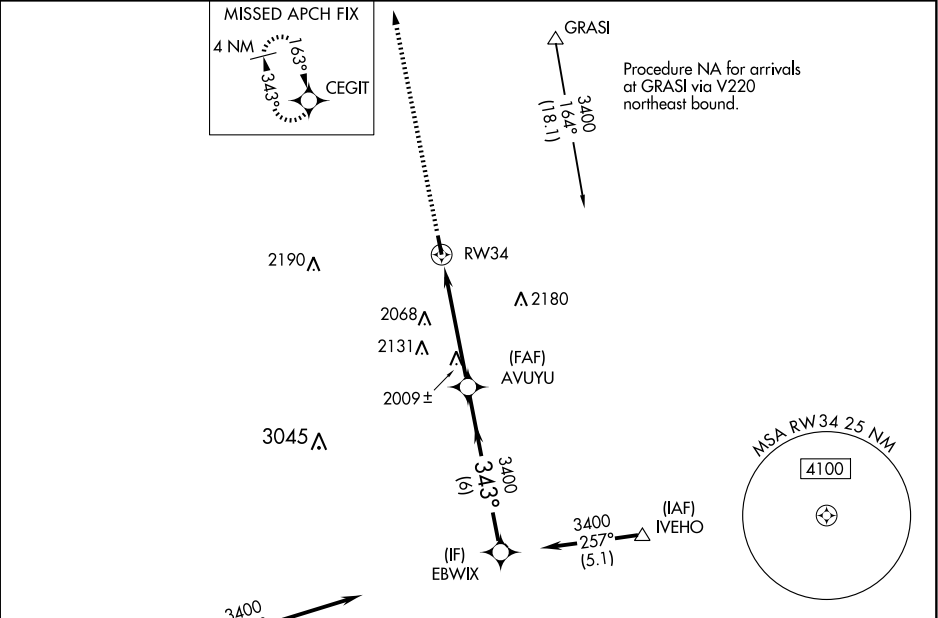
WAAS CH 87009 W34A	APP CRS 343°	Rwy Idg TDZE Apt Elev	4301 1801 1803
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RNAV (GPS) RWY 34
AURORA MUNI-AL POTTER FIELD (AUH)

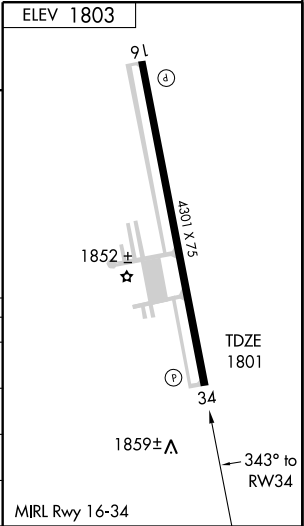
▼ Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH:
Climb to 3400 direct CEGIT and hold.

AWOS-3 121.225	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	2051-1	250 (300-1)	NA	
LNAV/VNAV DA	2129-1 ¼	328 (400-1 ¼)	NA	
LNAV MDA	2260-1	459 (500-1)	NA	
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)	NA	



▼

MISSED APPROACH: Climb to 3500 then left turn via GRI R-103 to LOBOY Int/GRI 10 DME and hold.

AWOS-3

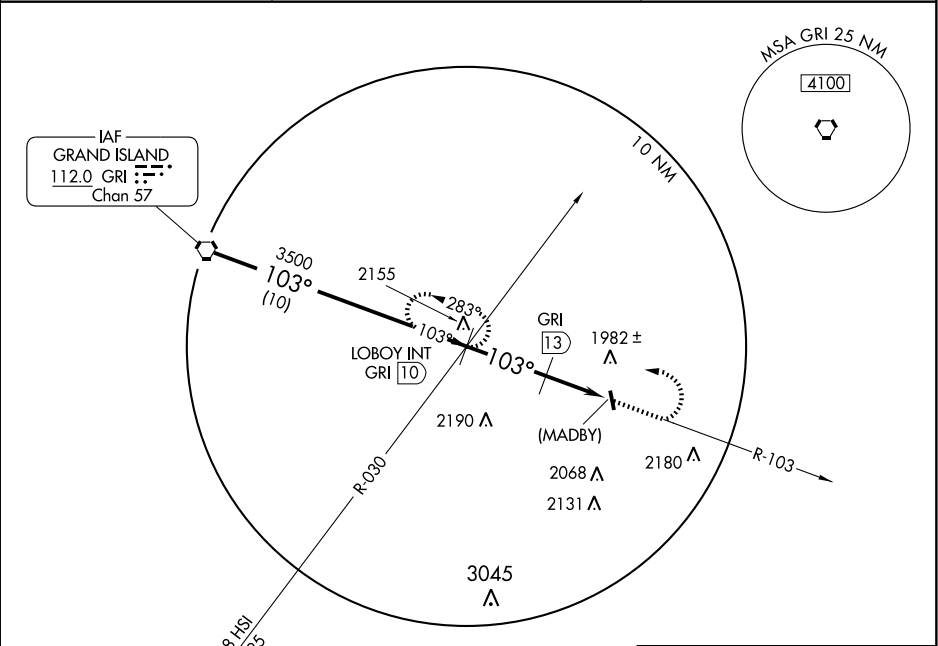
121.225

MINNEAPOLIS CENTER

119.4 278.8

UNICOM

122.8 (CTAF)



ELEV 1804				
<div><div>103° 5.4 NM from FAF</div><div>91</div><div>4301 x 75</div><div>1852 ±</div><div>34</div><div>MIRL Rwy 16-34</div></div>				
<div><div>VORTAC</div><div>3500</div><div>103°</div><div>LOBOY INT GRI 10</div><div>3500</div><div>103°</div><div>GRI 13</div><div>(MADBY) GRI 15.4</div><div>2420</div></div>				
<div><div>10 NM</div><div>3 NM</div><div>2.4 NM</div></div>				
CATEGORY	A	B	C	D
CIRCLING	2420-1	616 (700-1)	2420-1¾ 616 (700-1¾)	2420-2 616 (700-2)
DME MINIMUMS				
CIRCLING	2300-1 496 (500-1)	2340-1 536 (600-1)	2340-1½ 536 (600-1½)	2360-2 556 (600-2)
FAF to MAP 5.4 NM				
Knots	60	90	120	150 180
Min:Sec	5:24	3:36	2:42	2:10 1:48

NDB RWY 31

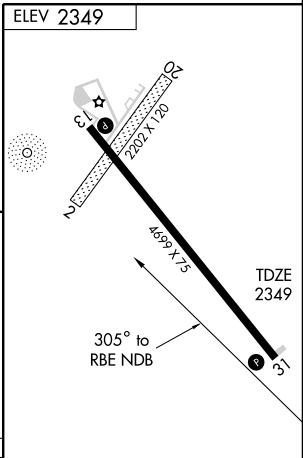
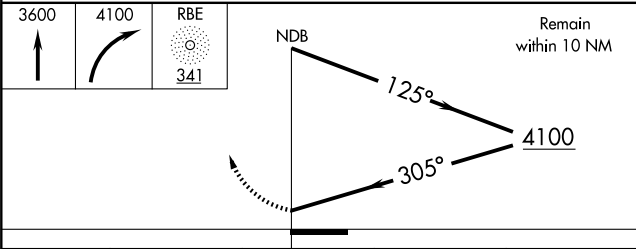
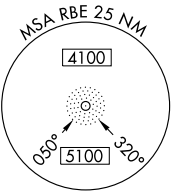
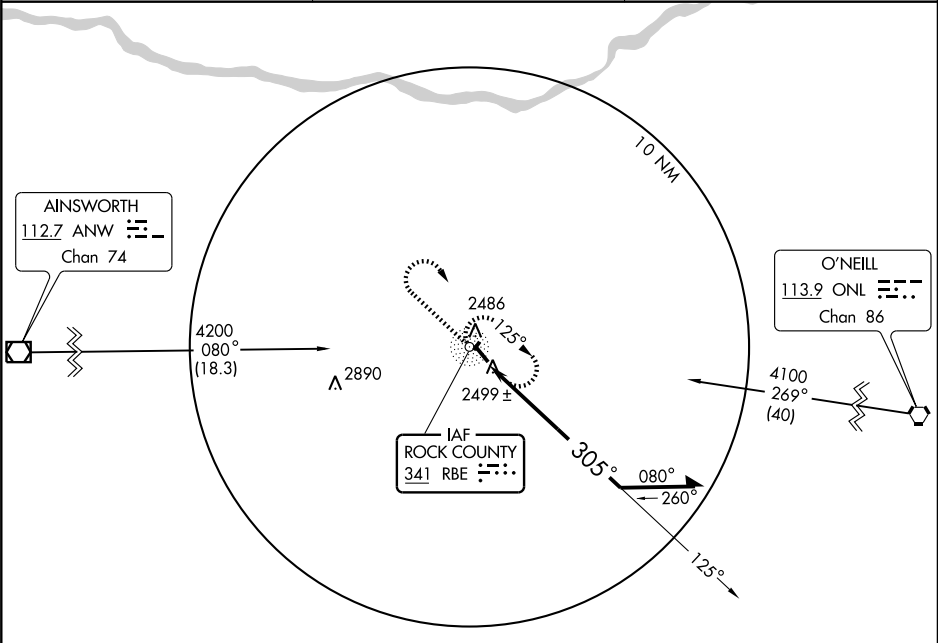
BASSETT/ROCK COUNTY (RBE)

NDB RBE	APP CRS	Rwy Idg	4699
341	305°	TDZE	2349
		Apt Elev	2349

Use Ainsworth altimeter setting.

MISSED APPROACH: Climb to 3600, then climbing right turn to 4100 direct RBE NDB and hold.

DENVER CENTER 127.95 338.2	CTAF 122.9	122.8 0
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CATEGORY	A	B	C	D
S-31	3060-1	711 (800-1)	NA	
CIRCLING	3060-1	711 (800-1)	NA	

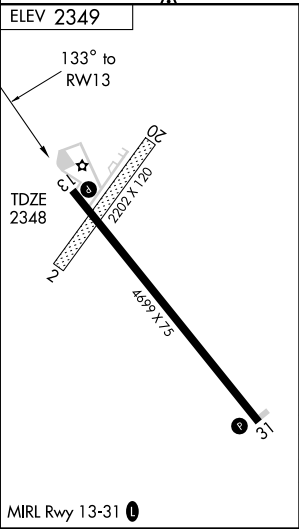
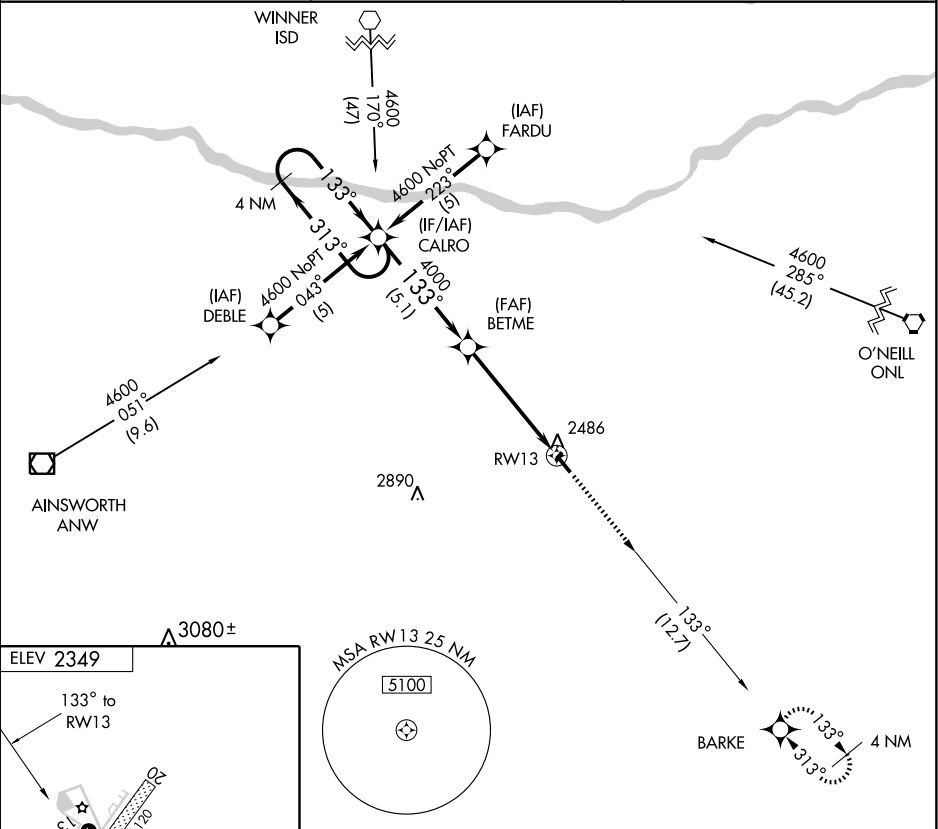
MIRL Rwy 13-31 0

APP CRS 133°	Rwy Idg 4699 TDZE 2348 Apt Elev 2349
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RNAV (GPS) RWY 13
BASSETT/ ROCK COUNTY (RBE)

Use Ainsworth altimeter setting.	MISSED APPROACH: Climb to 5100 via 133° course to BARKE and hold.
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA	

DENVER CENTER 127.95 338.2	CTAF 122.9	122.8
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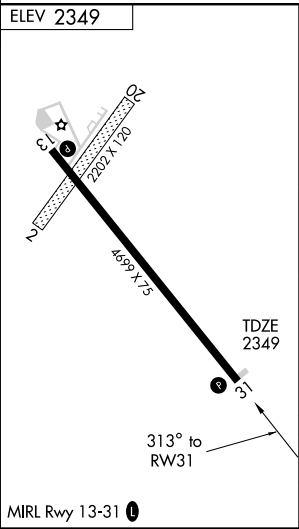
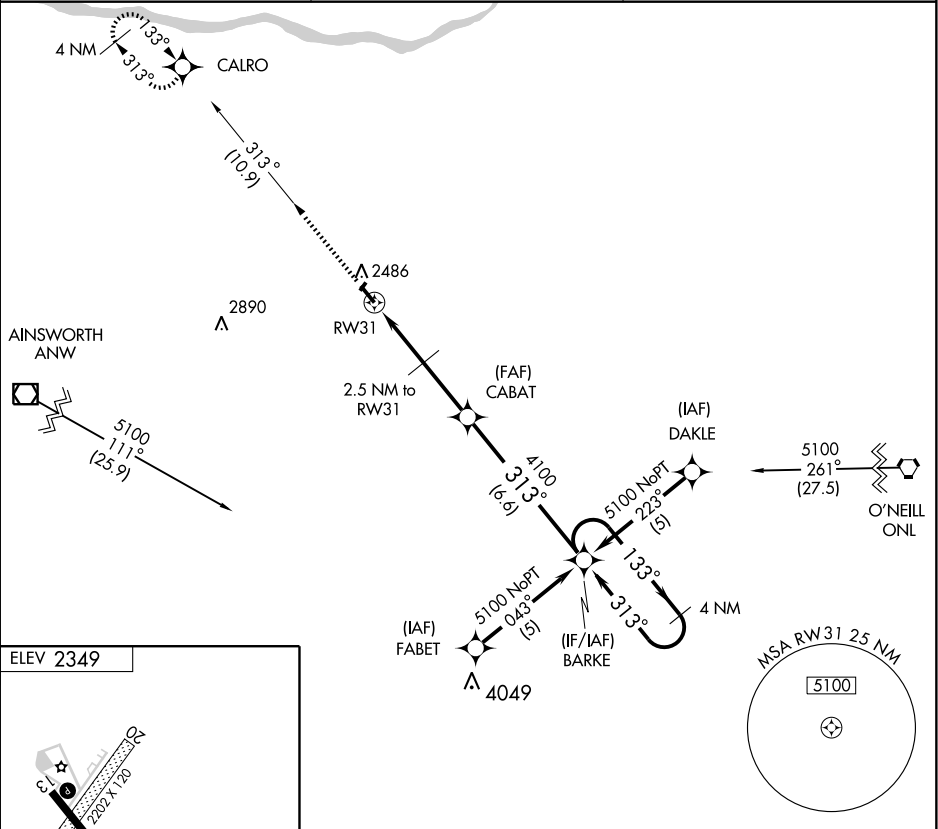
4 NM Holding Pattern CALRO				4049	5100	BARKE
4600 ← 313° / 133° →				BETME	133°	
				4000	3.04° TCH 34	
				5.1 NM	5 NM	
CATEGORY	A	B	C	D		
LNAV MDA	2880-1	532 (600-1)	NA			
CIRCLING	2880-1	2900-1	NA			
	531 (600-1)	551 (600-1)				

APP CRS 313°	Rwy Idg TDZE Apt Elev	4699 2349 2349
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RNAV (GPS) RWY 31
BASSETT/ROCK COUNTY (RBE)

Use Ainsworth altimeter setting.	MISSED APPROACH: Climb to 4600 via 313° course to CALRO and hold.
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA	

DENVER CENTER 127.95 338.2	CTAF 122.9	122.8
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4600	CALRO	2.5 NM to RWY 31	CABAT	BARKE	4 NM Holding Pattern
313°					
RWY 31		3.05° TCH 40	4100	5100	133°/313°
2.5 NM	2.8 NM	6.6 NM			
CATEGORY	A	B	C	D	
LNNAV MDA	2840-1	491 (500-1)	NA	NA	
CIRCLING	2880-1	2900-1	NA	NA	
	531 (600-1)	551 (600-1)			

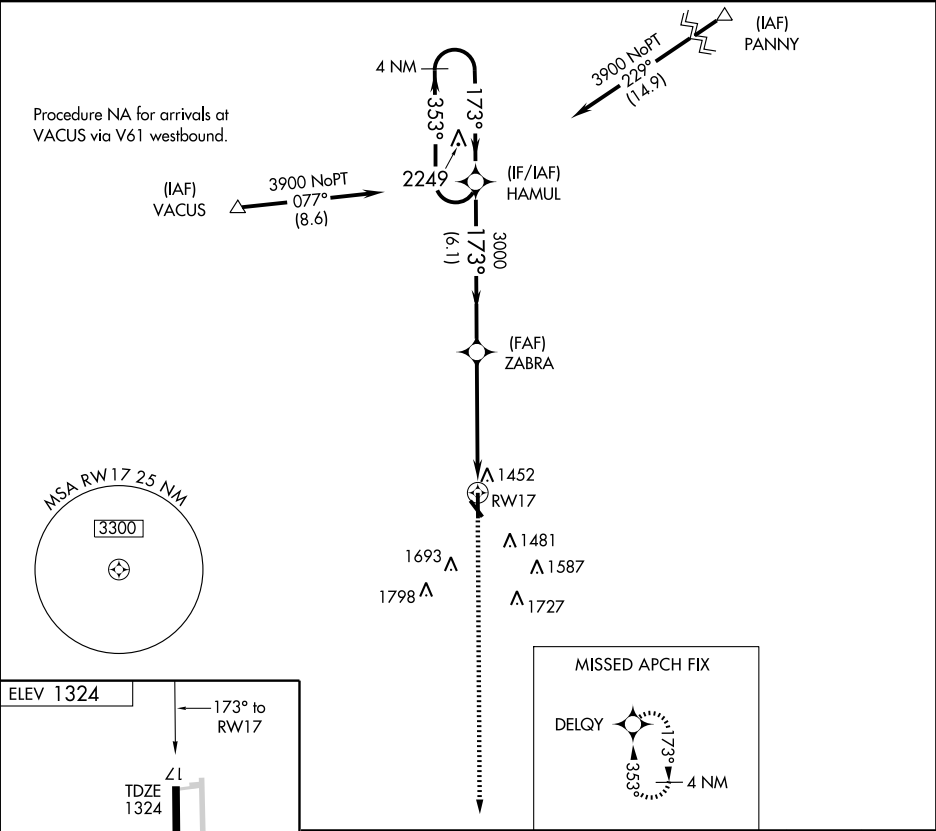
APP CRS	Rwy Idg	5602
173°	TDZE	1324
	Apt Elev	1324

RNAV (GPS) RWY 17
BEATRICE MUNI (BIE)

⚠ If local altimeter setting not received, use Lincoln altimeter setting and increase all MDAs 100 feet. VDP NA when using Lincoln altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct DELQY and hold.

AWOS-3 124.675	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF) 0
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	4 NM Holding Pattern	HAMUL	ZABRA	3600	DELQY
	3900	353°	173°	1.2 NM to RW17	
			3000	3.04° TCH 45	
		6.1 NM	3.9 NM	1.2	
CATEGORY	A	B	C	D	
RNAV MDA	1760-1	436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)	
CIRCLING	1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)	

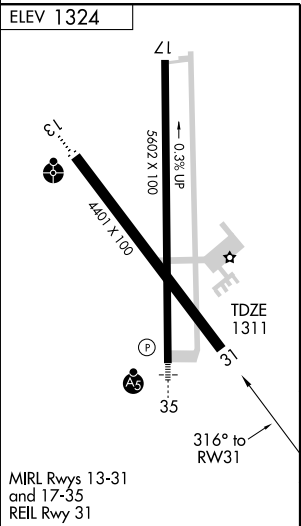
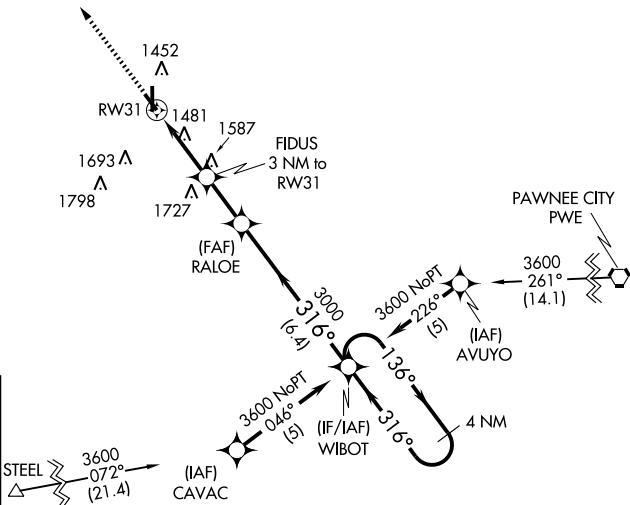
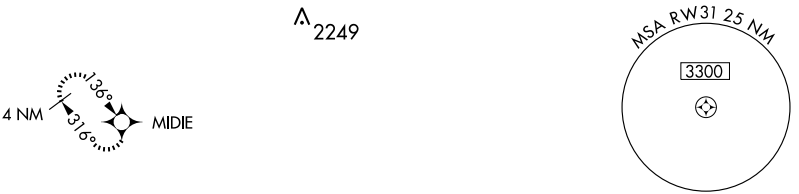
APP CRS	Rwy Idg	4401
316°	TDZE	1311
	Apt Elev	1324

AL-936 (FAA)

RNAV (GPS) RWY 31

BEATRICE MUNI (BIE)

▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3600 direct MIDIE WP and hold.	
AWOS-3 124.675	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF) 0



3600 ↑	MIDIE ✦					
		FIDUS 3 NM to RW31	RALOE	WIBOT	4 NM Holding Pattern	
		1.2 NM to RW31	3.04° TCH 45	316°	136°	
		2300	3000	3600		
		1.2	1.8	2.1 NM	6.4 NM	
CATEGORY		A		B	C	D
LNNAV MDA		1740-1	429 (500-1)	1740-1¼ 429 (500-1¼)	1740-1½ 429 (500-1½)	
CIRCLING		1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)	

WAAS CH 61099 W35A	APP CRS 353°	Rwy Idg TDZE Apt Elev	5602 1307 1324
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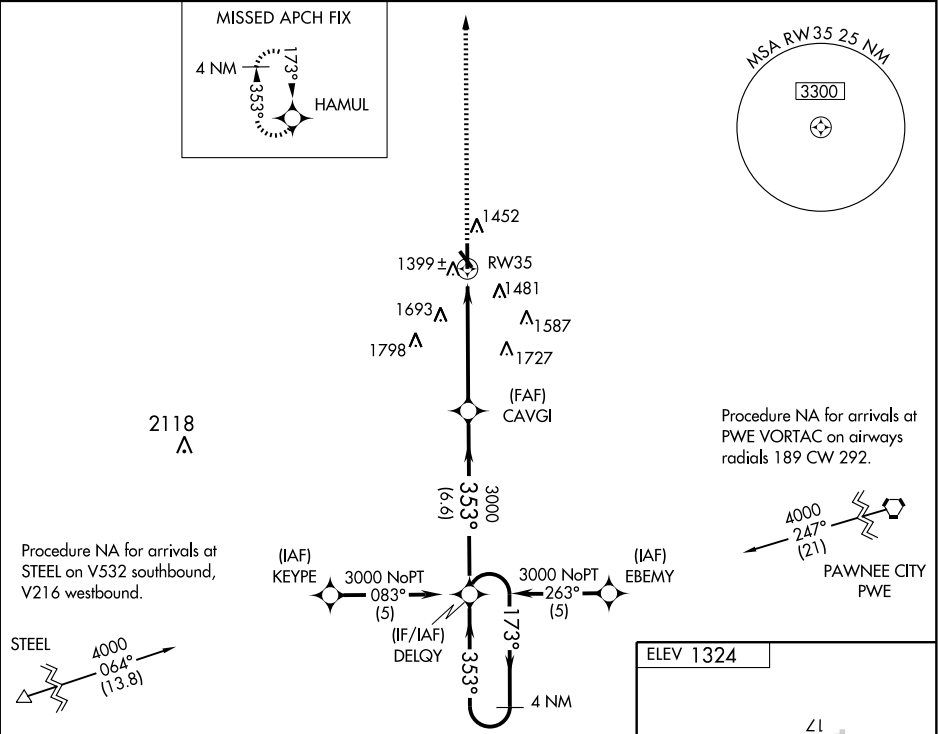
RNAV (GPS) RWY 35
BEATRICE MUNI (BIE)

⚠ If local altimeter setting not received, use Lincoln altimeter setting and increase all DAs/MDAs 100 feet. DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (3°F). BARO-VNAV and VDP NA when using Lincoln altimeter setting. For inoperative MALS, increase LPV visibility to 1 all Cats, and LNAV Cat A/B visibility to 1.

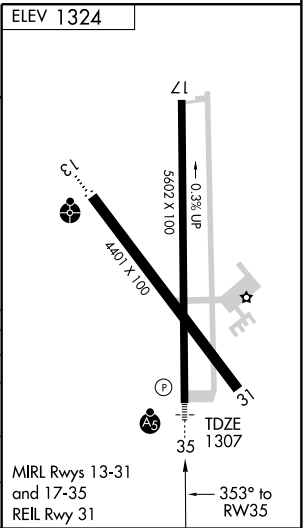
MALS

MISSED APPROACH:
Climb to 3900 direct HAMUL and hold.

AWOS-3 124.675	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF) 0
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3900	HAMUL
* LNAV only.	* 1.8 NM to RW35
CAVGI DELQY 4 NM Holding Pattern	
RW35 353° 173° 3000 GS 3.00° TCH 45	
CATEGORY	A B C D
LPV DA	1557-¾ 250 (300-¾)
LNAV/VNAV DA	1796-1¼ 489 (500-1¼)
LNAV MDA	1920-¾ 613 (700-¾) 1920-1¼ 613 (700-1¼) 1920-1½ 613 (700-1½)
CIRCLING	1920-1¾ 596 (600-1¾) 2060-2¼ 736 (800-2¼)



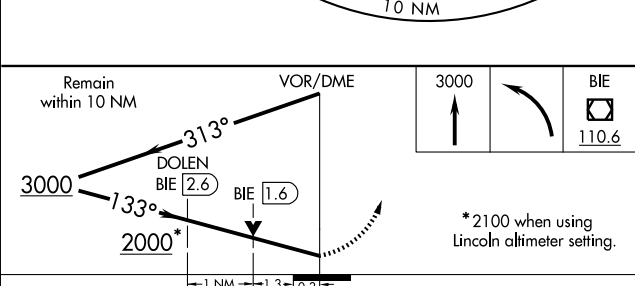
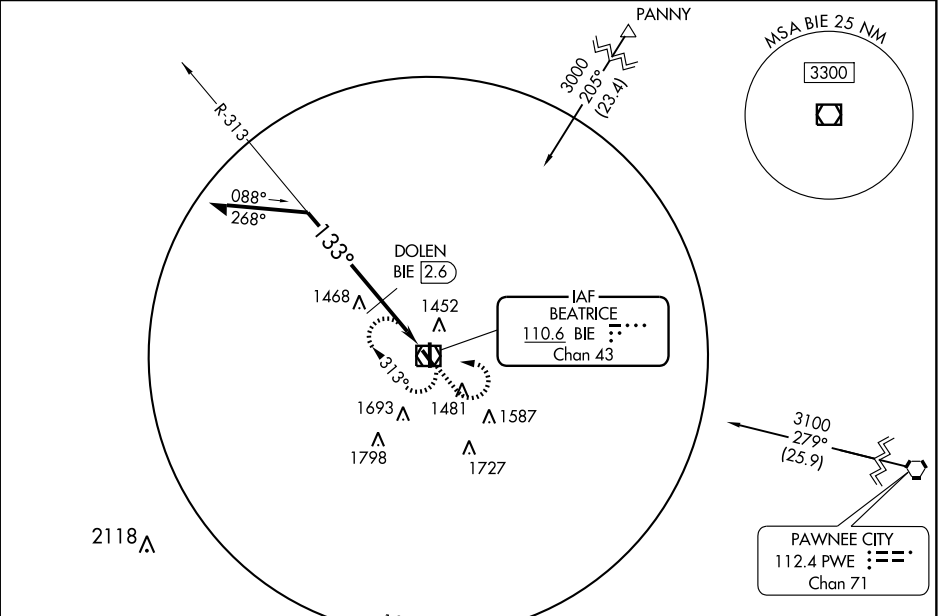
VOR/DME BIE	APP CRS	Rwy Idg	4401
110.6	133°	TDZE	1319
Chan 43		Apt Elev	1324

VOR RWY 13
BEATRICE MUNI (BIE)

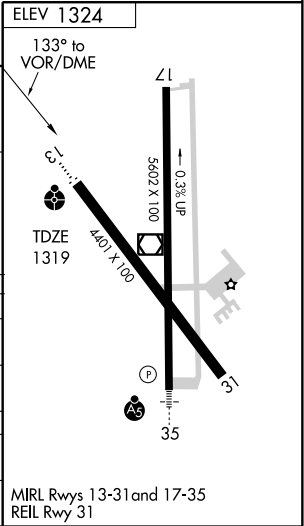
▼ Inoperative table does not apply to S-13 Cat C. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-13 Cat B ½ mile and Cats C and D ¼ mile and circling Cats B and C ¼ mile and Cat D ½ mile, DOLEN fix minimums S-13 Cat C and D ¼ mile, and circling Cat D ½ mile. VDP NA when using Lincoln altimeter setting. Inoperative table does not apply to S-13 Cat B/C, and DOLEN fix minimums S-13 Cat C when using Lincoln altimeter setting.

ODALS MISSED APPROACH: Climb to 3000 then left turn direct BIE VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-13	2000-¾ 681 (700-¾)		2000-2 681 (700-2)	2000-2¼ 681 (700-2¼)
CIRCLING	2000-1 676 (700-1)		2000-2 676 (700-2)	2060-2¼ 736 (800-2¼)
DOLEN FIX MINIMUMS				
S-13	1760-¾ 441 (500-¾)		1760-1¼ 441 (500-1¼)	1760-1½ 441 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



VOR RWY 17

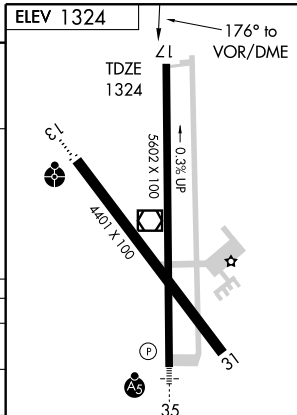
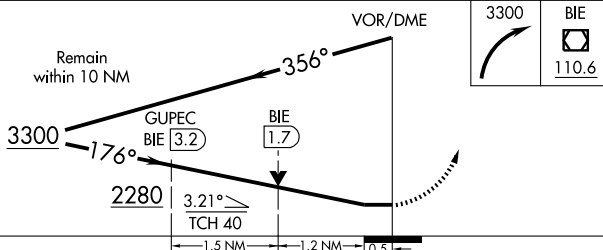
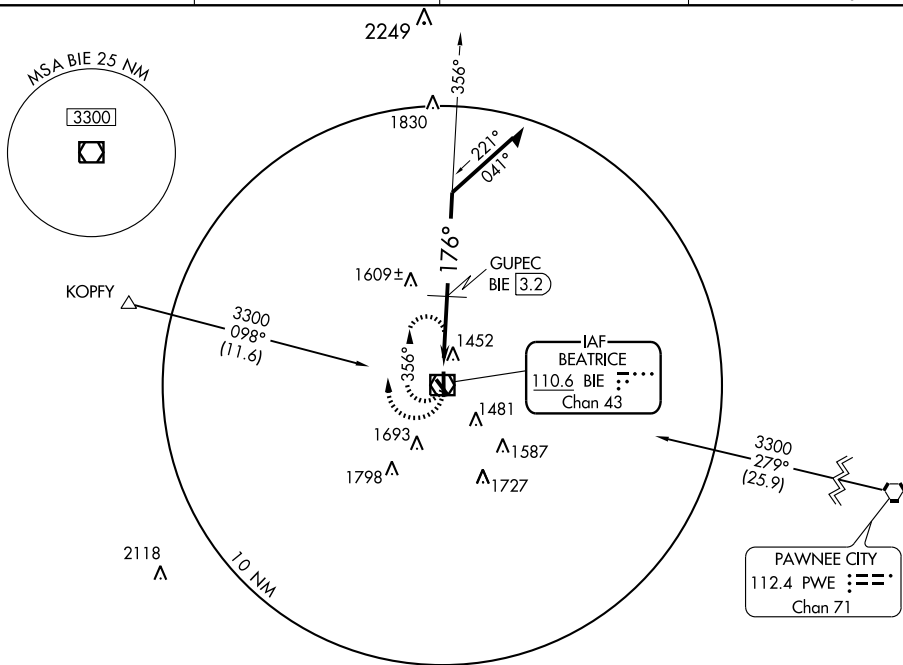
BEATRICE MUNI (BIE)

VOR/DME BIE 110.6 Chan 43	APP CRS 176°	Rwy Idg TDZE Apt Elev 5602 1324 1324
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▼ When local altimeter setting not received, procedure NA.


MISSED APPROACH: Climbing right turn to 3300 in BIE VOR/DME holding pattern.

AWOS-3 124.675	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF) 0
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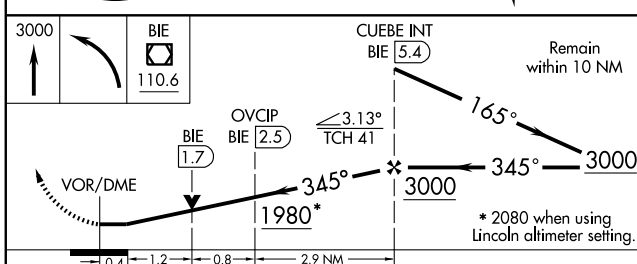
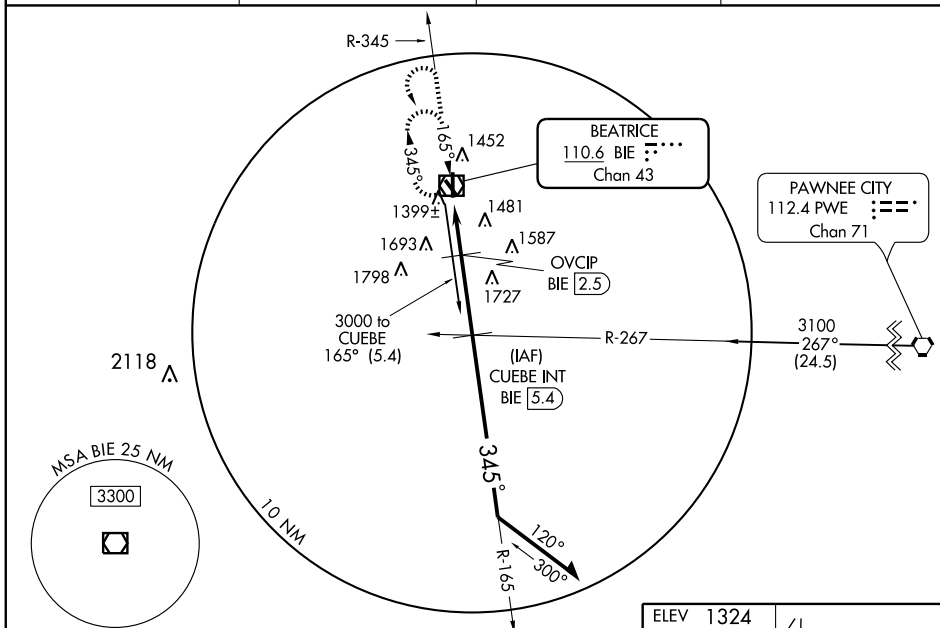
CATEGORY	A	B	C	D
S-17	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3	956 (1000-3)
CIRCLING	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3	956 (1000-3)
GUPEC FIX MINIMUMS				
S-17	1760-1	436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

REIL Rwy 31
MIRL Rwy 13-31 and 17-35

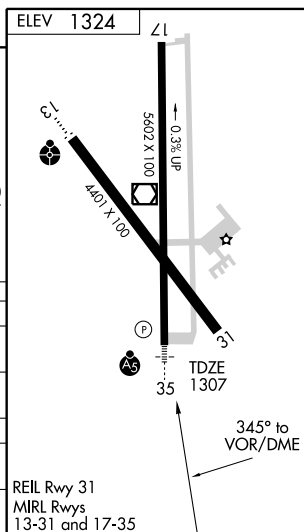
<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 3000 then left turn direct BIE VOR/DME and hold.</p>
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▼ For inoperative MALS/R, increase S-35 Cats A and B visibility to 1. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-35 Cats C and D ¼ mile, circling Cats B and C ½ mile and Cat D ½ mile, OVCIP fix minimums S-35 Cats C and D ½ mile, circling Cat D ½ mile. OVCIP fix minimums: for inoperative MALS/R, increase S-35 Cats A/B visibility to 1. For inoperative MALS/R when using Lincoln altimeter setting, increase S-35 Cat A/B and OVCIP fix minimums Cat A/B visibility to 1.

AWOS-3 124.675	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-35	1980- $\frac{3}{4}$ 673 (700- $\frac{3}{4}$)		1980-1 $\frac{1}{2}$ 673 (700-1 $\frac{1}{2}$)	1980-1 $\frac{3}{4}$ 673 (700-1 $\frac{3}{4}$)
CIRCLING	1980-1 656 (700-1)		1980-2 656 (700-2)	2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$)
OVPC FIX MINIMUMS				
S-35	1740- $\frac{3}{4}$ 433 (500- $\frac{3}{4}$)			1740-1 433 (500-1)
CIRCLING	1820-1 496 (500-1)		1820-1 $\frac{1}{2}$ 496 (500-1 $\frac{1}{2}$)	2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$)



APP CRS	Rwy Idg	4200
134°	TDZE	1318
	Apt Elev	1325

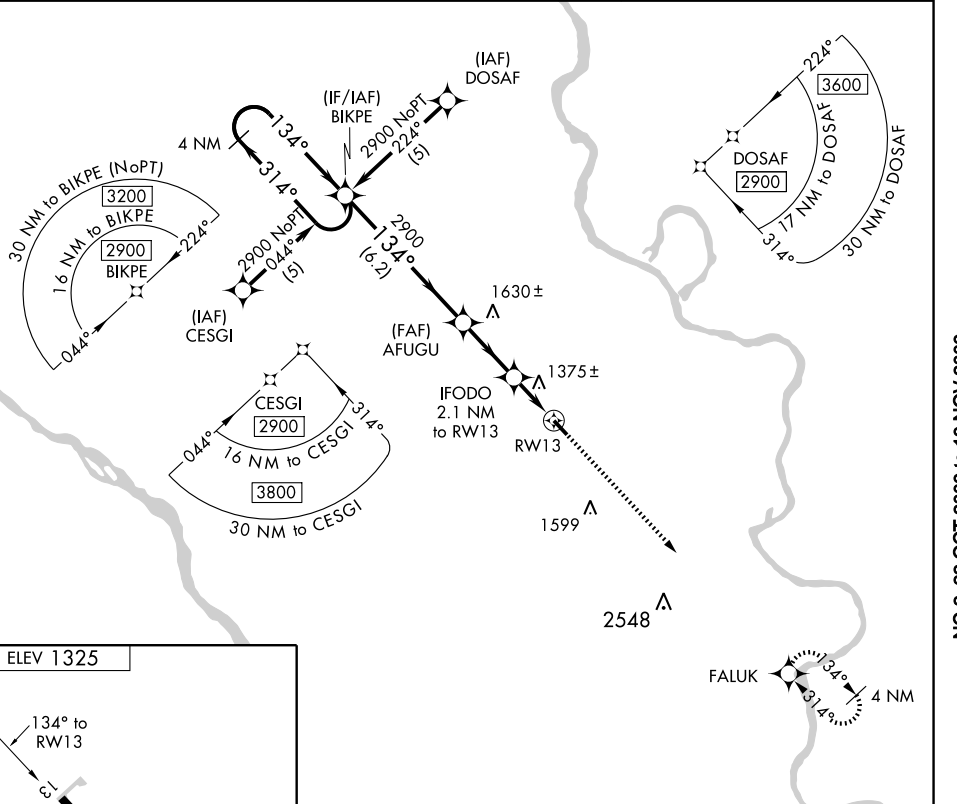
▼

▲

DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3600 direct FALUK and hold.

AWOS-3 120.225	OMAHA APP CON 120.1 354.05	CTAF 122.9 0
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ELEV 1325

134° to RW13

TDZE 1318

4200 X 100

0.5% UP

REIL Rwy 31 0

MIRL Rwy 13-31 0

<div> <div>4 NM Holding Pattern</div> <div>BIKPE</div> <div>AFUGU</div> <div>IFODO 2.1 NM to RW13</div> <div>1.3 NM to RW13</div> <div>RW13</div> <div>3600</div> <div>FALUK</div> </div>			
<div> <div>2900 ← 314°</div> <div>134° → 2900</div> <div>2020</div> <div>3.04° TCH 40</div> <div>6.2 NM</div> <div>2.7 NM</div> <div>0.8 NM</div> <div>1.3 NM</div> </div>			
CATEGORY	A	B	C
LNAV MDA	1780-1 462 (500-1)		NA
CIRCLING	1780-1 455 (500-1)		NA

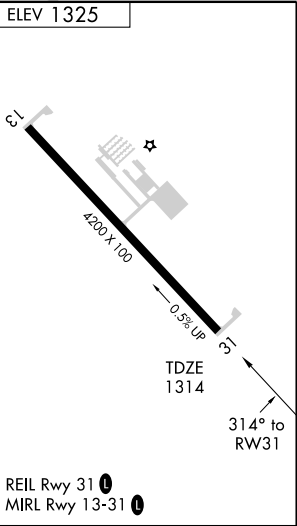
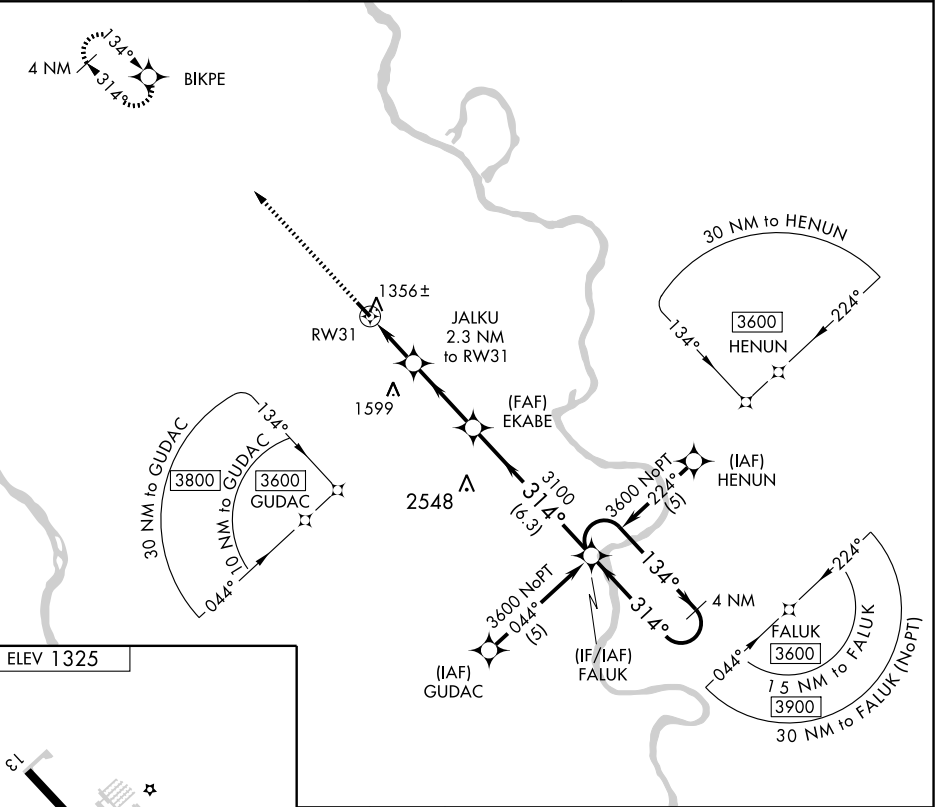
RNAV (GPS) RWY 31

BLAIR MUNI (BTA)

APP CRS	Rwy Idg	4200
314°	TDZE	1314
	Apt Elev	1325

<div><div></div><div></div></div> <div>DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.</div>	MISSED APPROACH: Climb to 2900 direct BIKPE and hold.
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AWOS-3 120.225	COLUMBUS CENTER 120.1 354.05	CTAF 122.9 0
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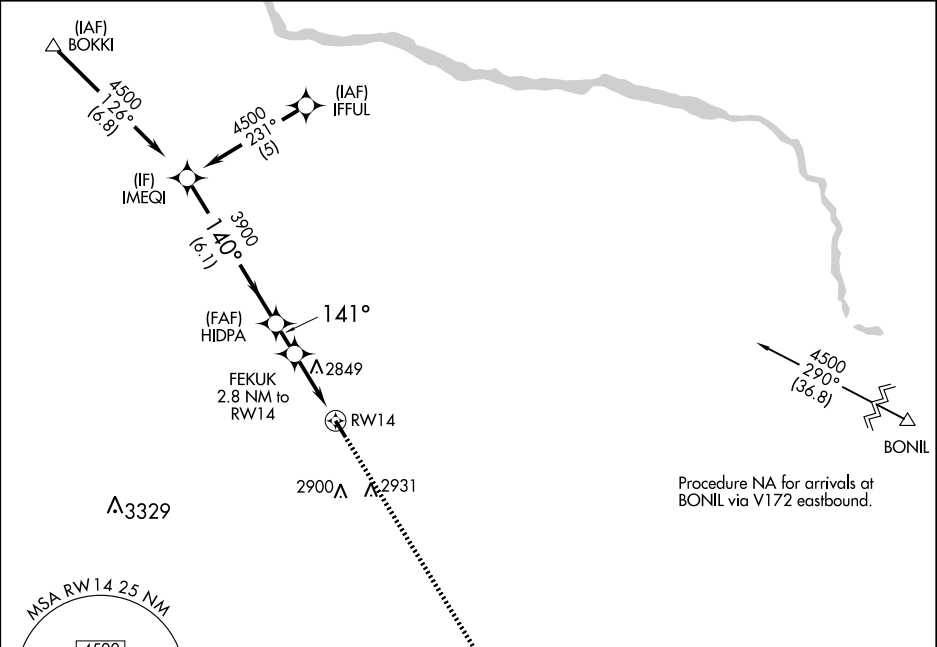
2900	BIKPE	JALKU 2.3 NM to RW31	EKABE	FALUK	4 NM Holding Pattern
		0.9 NM to RW31			
			3100	314°	134° → 3600
			2060	314°	← 314°
			3.04°		
			TCH 40		
			0.9 NM	1.4 NM	3.2 NM
					6.3 NM
CATEGORY	A	B	C	D	
LNAV MDA	1620-1	306 (300-1)	NA	NA	
CIRCLING	1680-1 355 (400-1)	1780-1 455 (500-1)	NA	NA	

WAAS CH 72609 W14A	APP CRS 141°	Rwy Idg 4203 TDZE 2547 Apt Elev 2547
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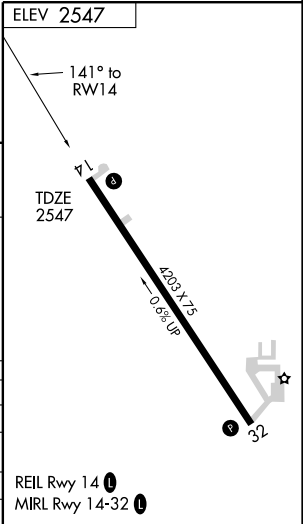
RNAV (GPS) RWY 14
BROKEN BOW MUNI (BBW)

<p>⚠ When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV and circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).</p>	<p>MISSED APPROACH: Climb to 4300 direct LUXXE and hold.</p>
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ASOS 120.0	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA	IMEQI	HIDPA	FEKUK 2.8 NM to RW14	RW14
4500	3900	3480		
GS 3.00° TCH 40				
VGSi and RNAV glidepath not coincident.				
	6.1 NM	1.3 NM	0.9 NM	1.9 NM
CATEGORY	A	B	C	D
LPV DA	2802-1	255 (300-1)		NA
LNAV/VNAV DA	3192-2 ¼	645 (700-2 ¼)		NA
LNAV MDA	3180-1	633 (700-1)		NA
CIRCLING	3180-1	633 (700-1)		NA



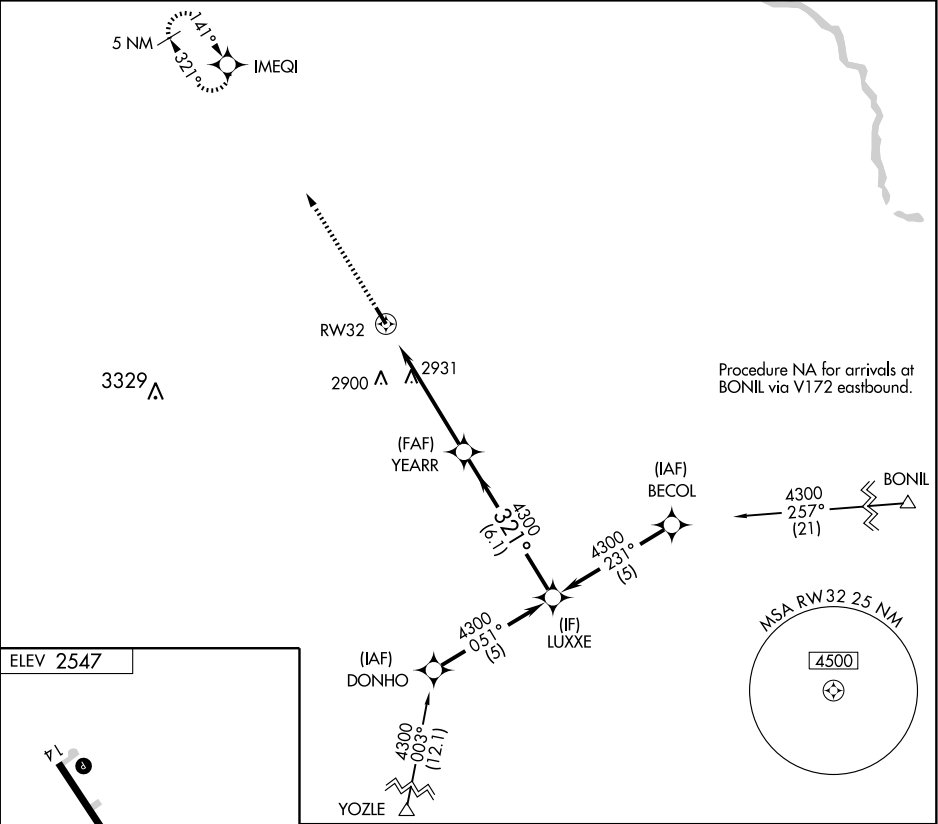
WAAS CH 97409 W32A	APP CRS 321°	Rwy Idg TDZE Apt Elev	4203 2534 2547
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RNAV (GPS) RWY 32
BROKEN BOW MUNI (BBW)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
▲ When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ¾ mile, increase LNAV/VNAV all Cats visibility 1¼ mile, increase LNAV and Circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 4500 direct IMEQI and hold.

ASOS 120.0	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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ELEV 2547		<div><div>4500 IMEQI</div><div>* LNAV only.</div><div>* 2 NM to RWY32</div><div>RWY32</div><div>YEARR</div><div>LUXXE</div><div>Procedure Turn NA</div><div>GS 3.00° TCH 40</div><div>2 NM 3.4 NM 6.1 NM</div></div>			
CATEGORY		A	B	C	D
LPV DA		2833-1	299 (300-1)	NA	
LNAV/VNAV DA		3301-2¾	767 (800-2¾)	NA	
LNAV MDA		3200-1	666 (700-1)	NA	
CIRCLING		3200-1	653 (700-1)	NA	

REIL Rwy 14 0

MIRL Rwy 14-32 0

321° to RWY32

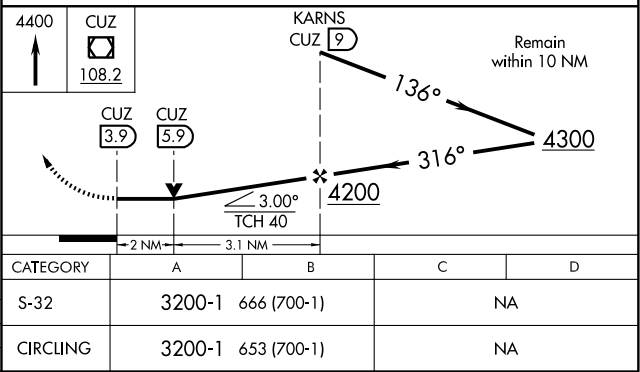
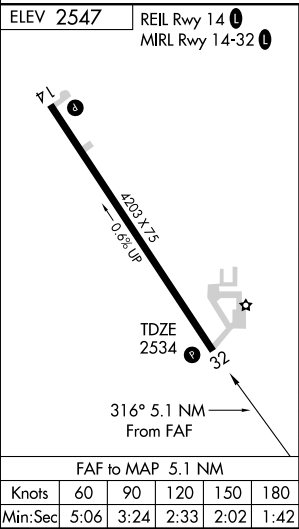
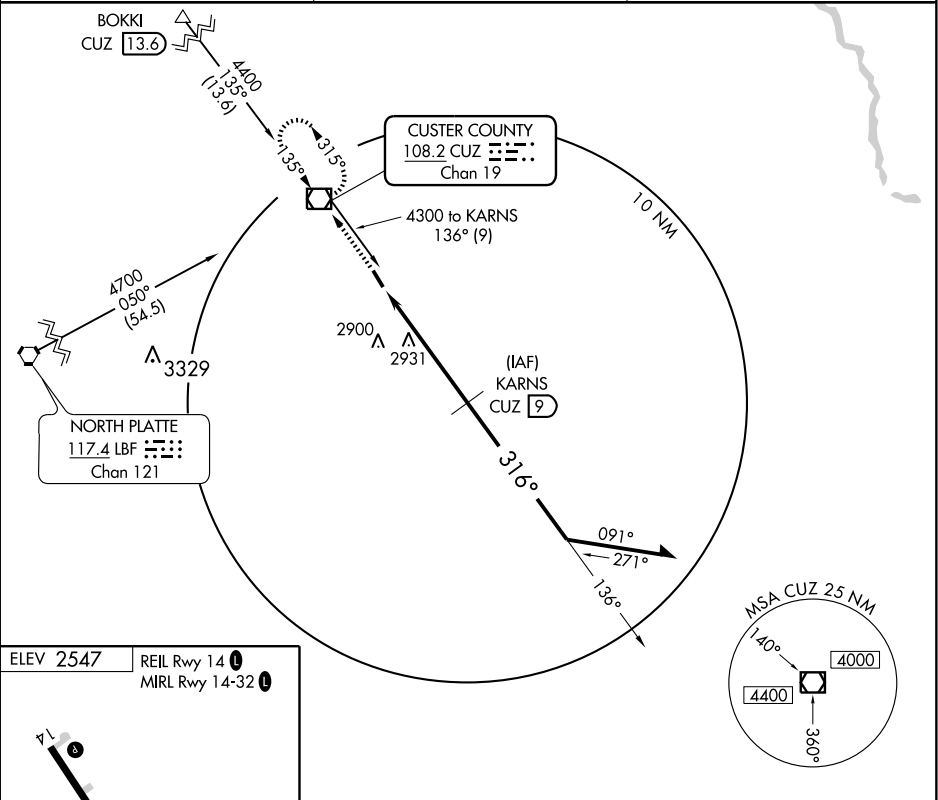
VOR/DME CUZ	APP CRS	Rwy Idg	4203
108.2	316°	TDZE	2534
Chan 19		Apt Elev	2547

VOR/DME RWY 32
BROKEN BOW MUNI (BBW)

▼ When local altimeter setting not received; use North Platte Rgnl altimeter setting and increase all MDAs 160 feet, increase Cat B visibility to 1 ¼ miles, and Circling Cat B visibility to 1 ¼ miles. VDP NA when using North Platte Rgnl altimeter setting.

▲ MISSED APPROACH: Climb to 4400 direct CUZ VOR/DME and hold.

ASOS 120.0	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 1
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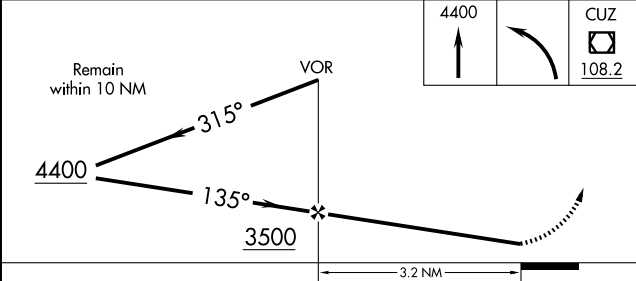
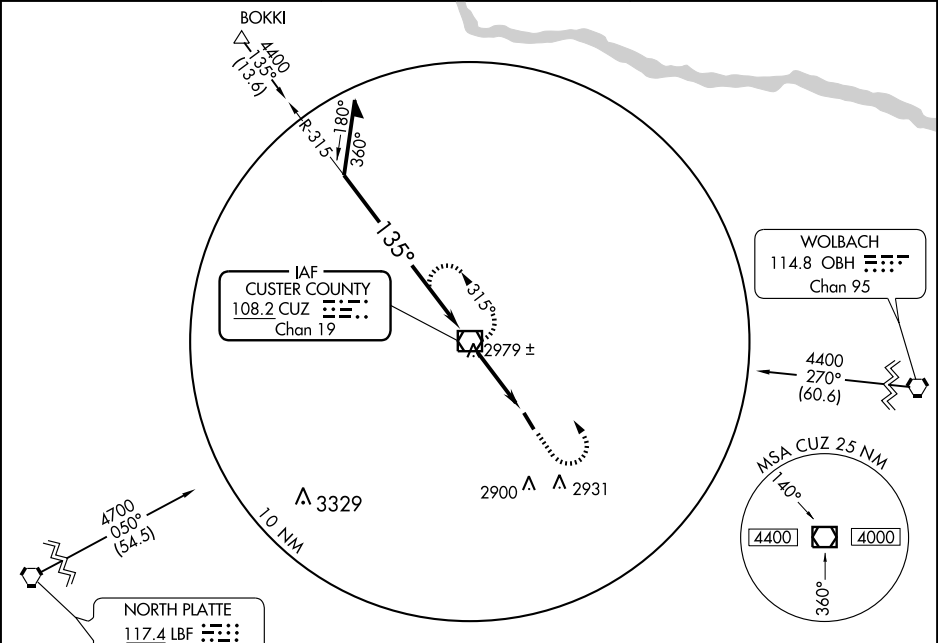
VOR/DME CUZ 108.2 Chan 19	APP CRS 135°	Rwy Idg TDZE Apt Elev 4203 2547 2547
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VOR RWY 14
BROKEN BOW MUNI (BBW)

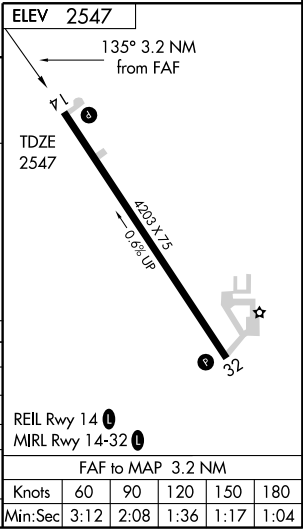
▼ When local altimeter setting not received; use North
▲ Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 then left turn direct
CUZ VOR/DME and hold.

ASOS 120.0	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	3240-1	693 (700-1)		NA
CIRCLING	3280-1	733 (800-1)		NA
NORTH PLATTE RGNL ALTIMETER SETTING MINIMUMS				
S-14	3380-1	833 (900-1)		NA
CIRCLING	3440-1¼	893 (900-1¼)		NA



REIL Rwy 14 0					
MIRL Rwy 14-32 0					
FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

GPS RWY 33

BURWELL/CRAM FIELD (BUB)

APP CRS	Rwy Idg	3212
332°	TDZE	2181
	Apt Elev	2181

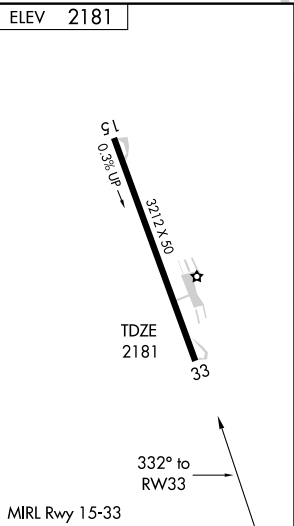
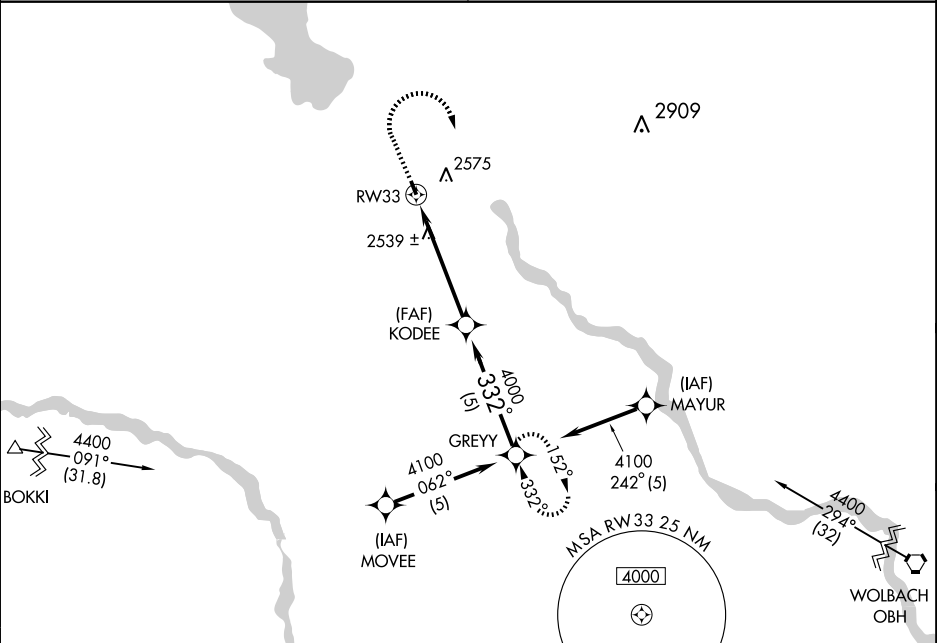
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

▲ NA

MISSED APPROACH: Climb to 4000 then right turn direct GREYY WP and hold.

DENVER CENTER
132.7 397.85

CTAF
122.9



4000

↑

GREYY

↗

✳

RW33

↗ 332°

✳

KODEE

↗ 332°

4100

GREYY

4000

Procedure Turn NA

5 NM

5 NM

CATEGORY	A	B	C	D
S-33	2840-1	659 (700-1)	NA	
CIRCLING	2840-1 659 (700-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-33	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	3120-1¼ 939 (1000-1¼)	NA	

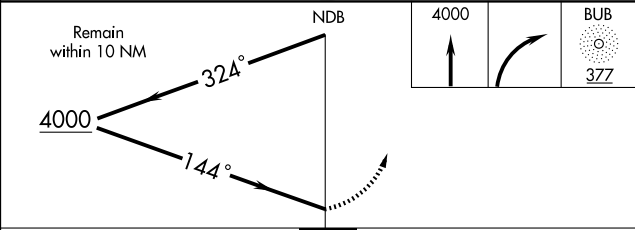
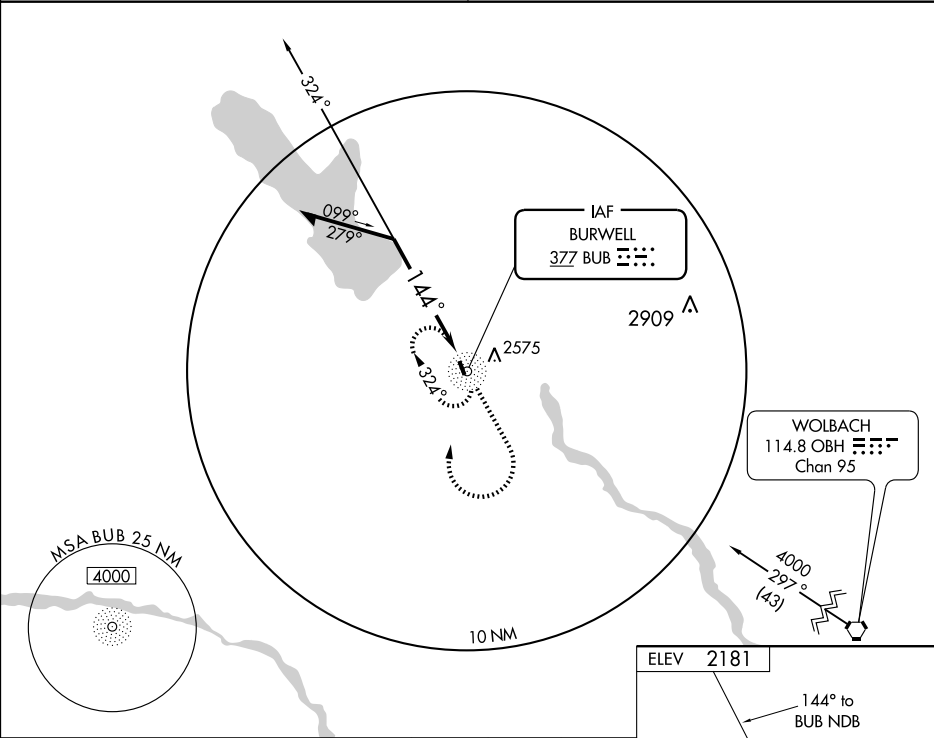
NDB BUB	APP CRS	Rwy Idg	3212
377	144°	TDZE	2181
		Apt Elev	2181

NDB RWY 15
BURWELL/ CRAM FIELD (BUB)

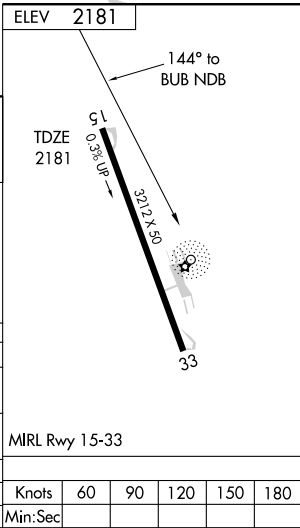
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

MISSED APPROACH: Climb to 4000 then right turn direct BUB NDB and hold.

DENVER CENTER 132.7 397.85	CTAF 122.9
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CATEGORY	A	B	C	D
S-15	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-15	3120-1¼	939 (1000-1¼)	NA	
CIRCLING	3120-1¼	939 (1000-1¼)	NA	

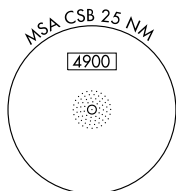


A NA Use McCook altimeter setting.

MISSED APPROACH: Climb to 4300 then right turn direct CSB NDB and hold.

DENVER CENTER
132.7 397.85

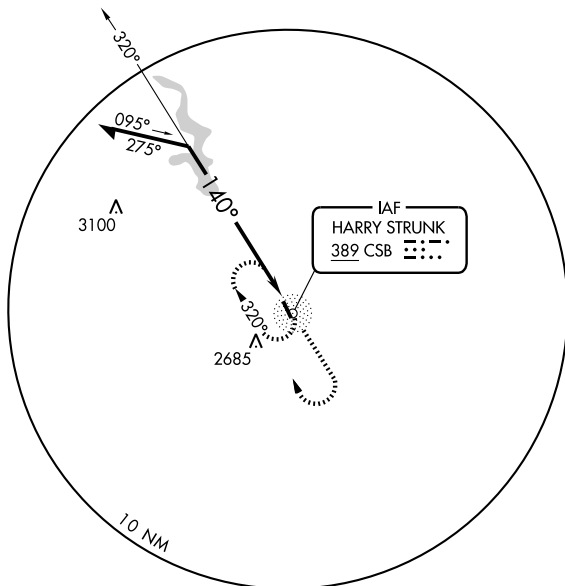
UNICOM
122.8 (CTAF) **L**



McCOOK
115.3 MCK $\Xi \Xi \cdot$
Chan 100

4300
065°
(21)

Λ
3104



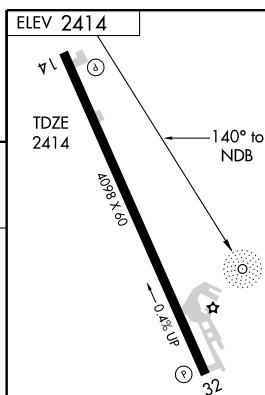
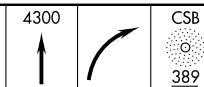
Remain within 10 NM

NDB

320°

140°

4300

MIRL Rwy 14-32 **L**

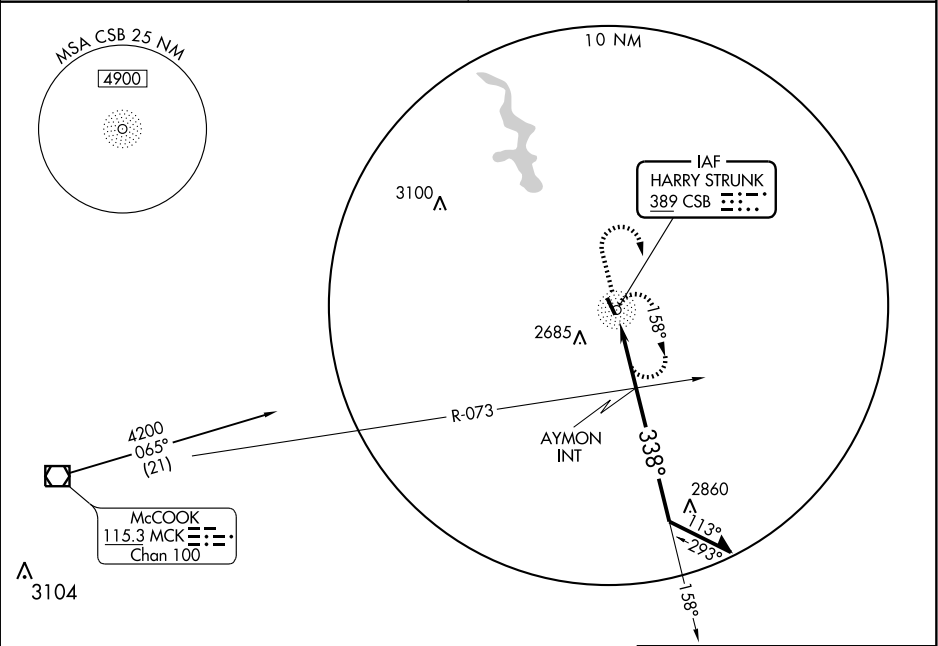
CATEGORY	A	B	C	D
S-14	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	
CIRCLING	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	




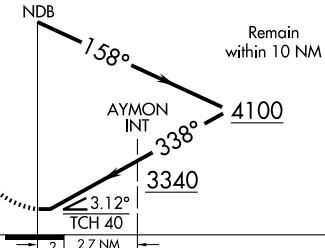
Knots	60	90	120	150	180
Min:Sec					

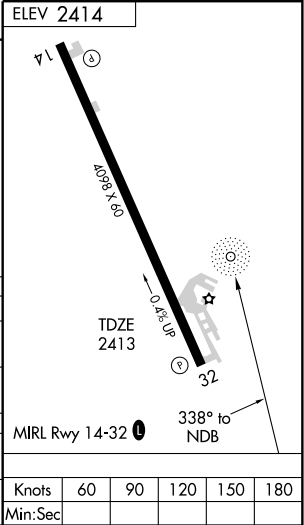
NDB CSB 389	APP CRS 338°	Rwy Idg TDZE Apt Elev	4098 2413 2414
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NDB RWY 32
CAMBRIDGE MUNI (CSB)

▲ NA Use McCook altimeter setting.	MISSED APPROACH: Climb to 4100 then right turn direct CSB NDB and hold.
DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 1



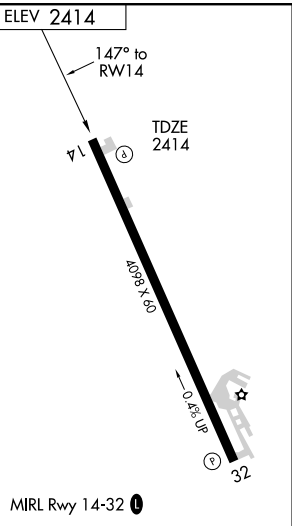
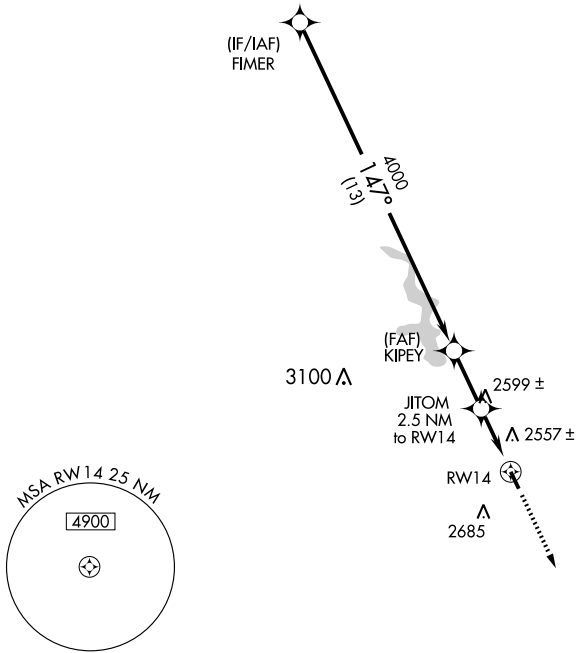
4100			CSB  389							
CATEGORY	A		B		C		D			
S-32	3340-1¼		927 (1000-1¼)				NA			
CIRCLING	3340-1¼		926 (1000-1¼)				NA			
AYMON INT MINIMUMS										
S-32	2940-1		527 (600-1)				NA			
CIRCLING	2980-1		566 (600-1)				NA			



APP CRS 147°	Rwy Idg 4098 TDZE 2414 Apt Elev 2414
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RNAV (GPS) RWY 14
CAMBRIDGE MUNI (CSB)

⚠ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.	MISSED APPROACH: Climb to 4100 direct YOBRO WP and hold.
DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0



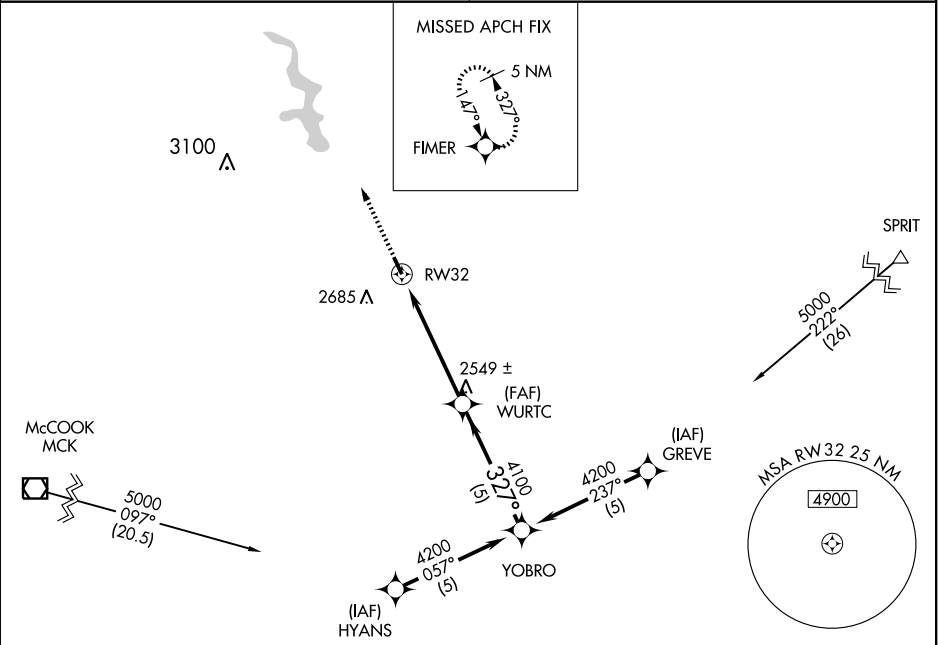
	FIMER	KIPEY	JITOM 2.5 NM to RWY 14	RWY 14
	5500	4000	3200	
	147°	3.04°		
		TCH 40		
	13 NM	2.3 NM	2.5 NM	
CATEGORY	A	B	C	D
LNAV MDA	2880-1	466 (500-1)	NA	NA
CIRCLING	2980-1	566 (600-1)	NA	NA

APP CRS 327°	Rwy Idg TDZE Apt Elev	4098 2413 2414
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RNAV (GPS) RWY 32

CAMBRIDGE MUNI (CSB)

⚠ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.	MISSED APPROACH: Climb to 5500 direct FIMER and hold.
DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0



5500

↑

FIMER

✦

YOBRO

4200

WURTC

4100

RW32

3.04°

TCH 40

327°

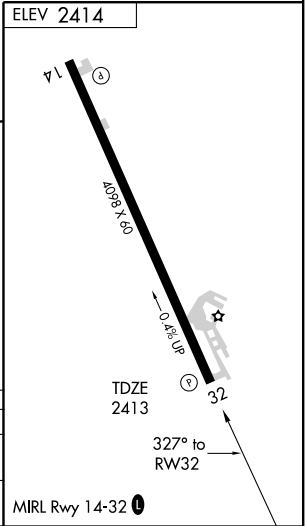
5.2 NM

5 NM

Procedure Turn

NA

CATEGORY	A	B	C	D
LNNAV MDA	2860-1	447 (500-1)	NA	
CIRCLING	2980-1	566 (600-1)	NA	




ILS RWY 2
CHADRON MUNI (CDR)

LOC I-CDR	APP CRS	Rwy Idg	5212
110.9	024°	TDZE	3292
		Apt Elev	3296

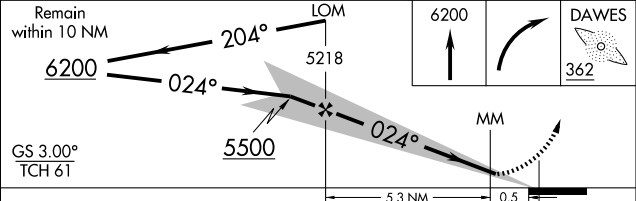
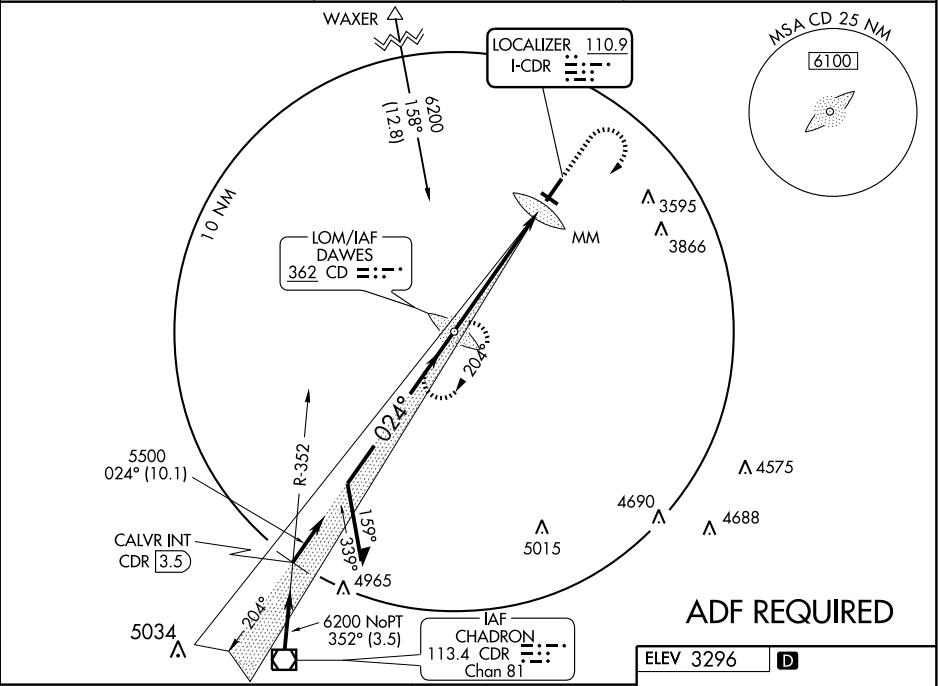
A Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MALS

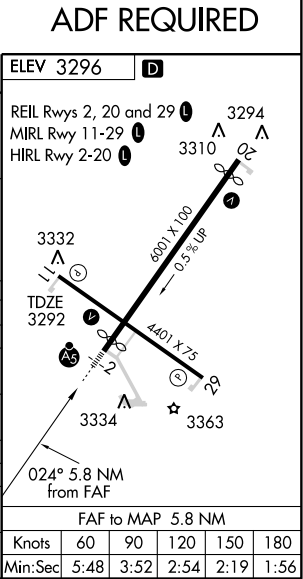


MISSED APPROACH: Climb to 6200 then right turn direct DAWES LOM and hold.

ASOS 118.05	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 2	3492-½ 200 (200-½)			
S-LOC 2	3880-½ 588 (600-½)	3880-1 588 (600-1)	3880-1¼ 588 (600-1¼)	
CIRCLING	3920-1 624 (700-1)	3960-1¾ 664 (700-1¾)	3960-2 664 (700-2)	
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-ILS 2	3729-½ 437 (500-½)			
S-LOC 2	4120-½ 828 (900-½)	4120-¾ 828 (900-¾)	4120-2 828 (900-2)	4120-2¼ 828 (900-2¼)
CIRCLING	4160-1 864 (900-1)	4160-1¼ 864 (900-1¼)	4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)



NDB HIN
275

APP CRS
190°

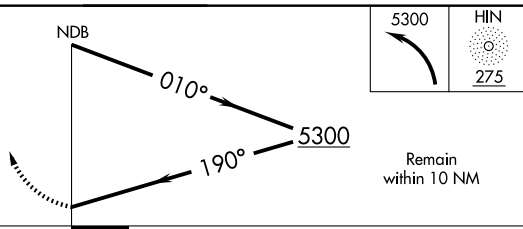
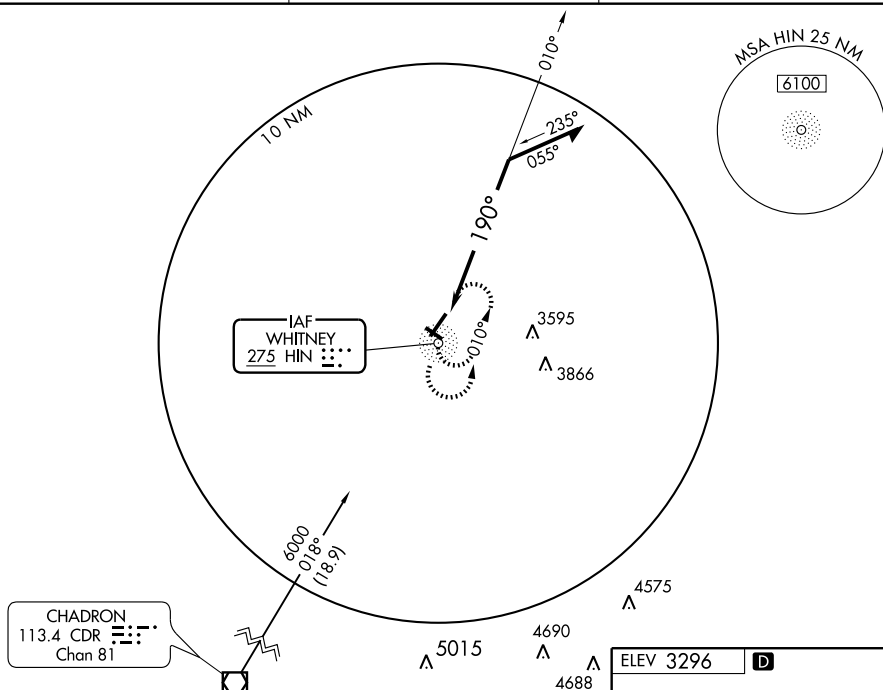
Rwy Idg	5502
TDZE	3282
Apt Elev	3296

NDB RWY 20
CHADRON MUNI (CDR)

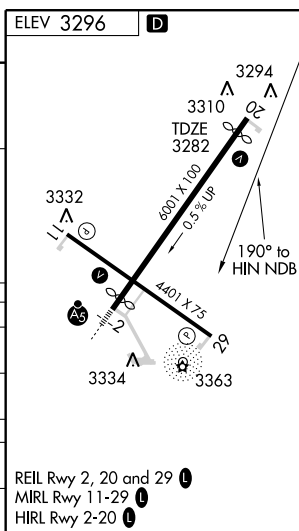


Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MISSED APPROACH: Climbing left turn to 5300 in HIN NDB holding pattern.

ASOS
118.05DENVER CENTER
127.95 338.2UNICOM
122.8 (CTAF) **L**

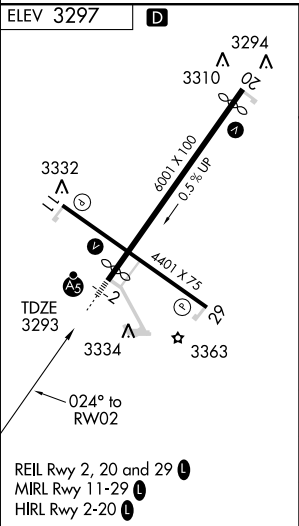
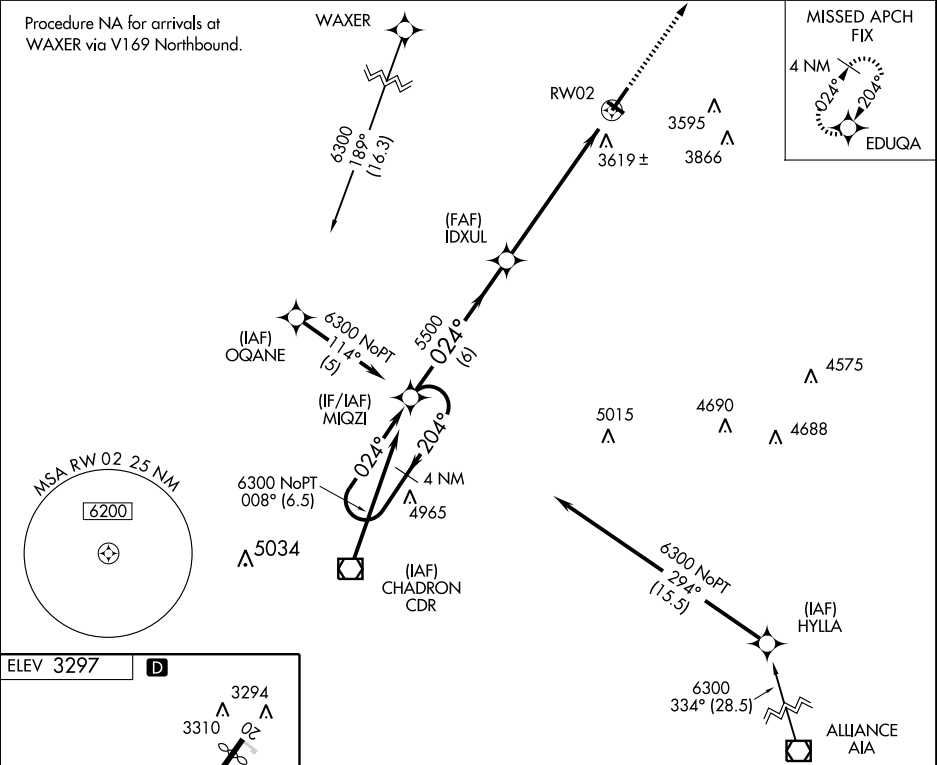
CATEGORY	A	B	C	D
S-20	3920-1 638 (700-1)		3920-1 $\frac{3}{4}$ 638 (700-1 $\frac{3}{4}$)	3920-2 638 (700-2)
CIRCLING	3920-1 624 (700-1)		3960-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$)	3960-2 664 (700-2)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4160-1 878 (900-1)	4160-1 $\frac{1}{4}$ 878 (900-1 $\frac{1}{4}$)	4160-2 $\frac{1}{2}$ 878 (900-2 $\frac{1}{2}$)	4160-2 $\frac{3}{4}$ 878 (900-2 $\frac{3}{4}$)
CIRCLING	4160-1 864 (900-1)	4160-1 $\frac{1}{4}$ 864 (900-1 $\frac{1}{4}$)	4200-2 $\frac{3}{4}$ 904 (1000-2 $\frac{3}{4}$)	4200-3 904 (1000-3)



WAAS CH 65615 W02A	APP CRS 024°	Rwy Idg TDZE Apt Elev	5212 3293 3297
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RNAV (GPS) RWY 2
CHADRON MUNI (CDR)

NA DME/DME RNP-0.3 NA. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Pine Ridge altimeter setting. For inoperative MALSR increase LPV visibility all Cats to 1.	MALSR 	MISSED APPROACH: Climb to 5100 direct EDUGA and hold.
ASOS 118.05	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF)



4 NM Holding Pattern		MIQZI	5100 EDUGA	
6300		204°	204°	
GS 3.00° TCH 60		5500	*1.8 NM to RWY2	
VGSB and RNAV glidepath not coincident.		6 NM	4.8 NM	1.8 NM
CATEGORY	A	B	C	D
LPV DA	3564-½ 271 (300-½)			
LNAB/VNAV DA	NA			
LNAB MDA	3900-½	607 (700-½)	3900-1¼ 607 (700-1¼)	3900-1½ 607 (700-1½)
CIRCLING	3920-1	623 (700-1)	3960-1¾ 663 (700-1¾)	3960-2 663 (700-2)

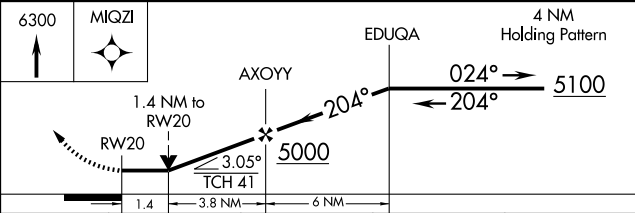
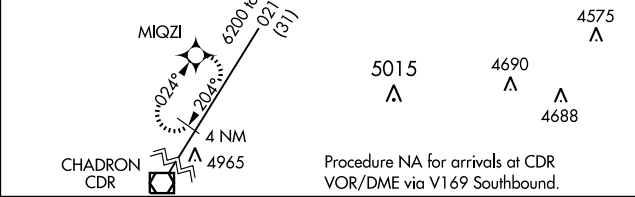
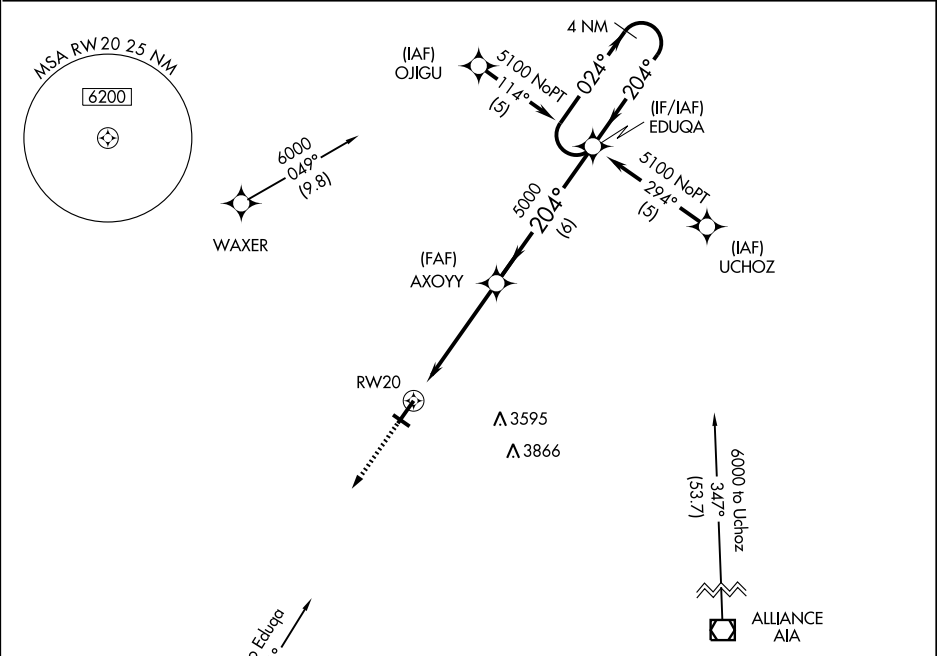
RNAV (GPS) RWY 20

CHADRON MUNI (CDR)

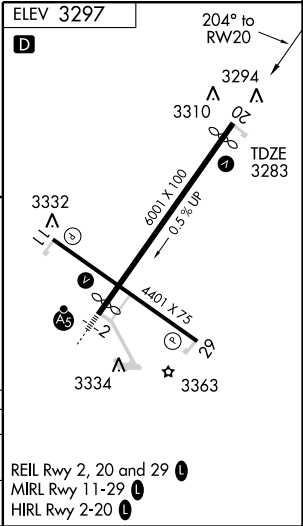
APP CRS	Rwy Idg	5502
204°	TDZE	3283
	Apt Elev	3297

NA	DME/DME RNP-0.3 NA. VDP NA with Pine Ridge altimeter setting. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climb to 6300 direct MIQZI and hold.
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ASOS 118.05	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	3740-1 457 (500-1)	3740-1 1/4 457 (500-1 1/4)	3740-1 1/2 457 (500-1 1/2)	
CIRCLING	3920-1 623 (700-1)	3960-1 663 (700-1 3/4)	3960-2 663 (700-2)	



VOR/DME CDR
113.4
Chan **81**

APP CRS
017°

Rwy Idg
TDZE
Apt Elev
5212
3292
3296

VOR/DME RWY 2
CHADRON MUNI (CDR)

A Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

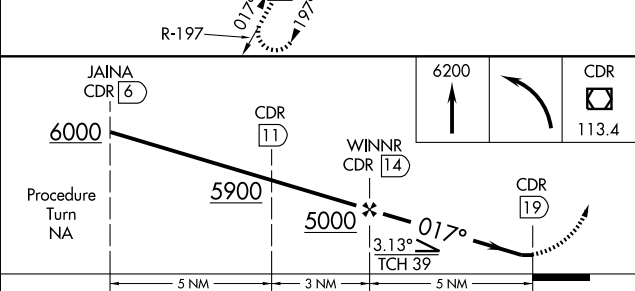
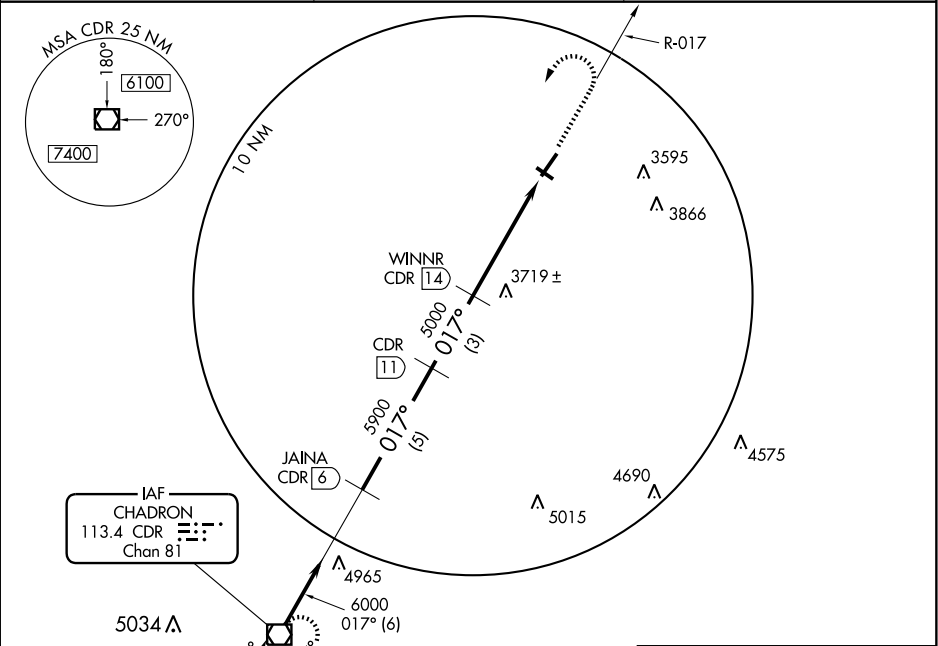
MALSR

MISSED APPROACH: Climb to 6200 then left turn direct CDR VOR/DME and hold.

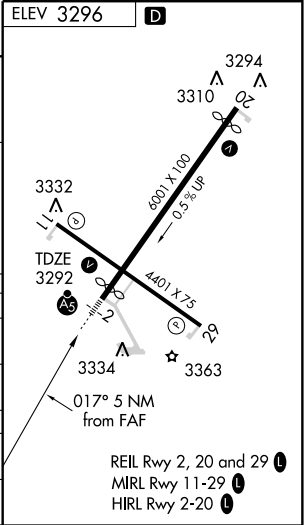
ASOS
118.05

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) 0



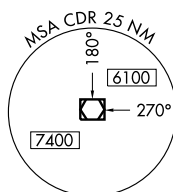
CATEGORY	A	B	C	D
S-2	4200-¾ 908 (1000-¾)		4200-2¼ 908 (1000-2¼)	4200-2½ 908 (1000-2½)
CIRCLING	4200-1¼ 904 (1000-1¼)		4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-2	4440-¾ 1148 (1200-¾)	4440-1 1148 (1200-1)	4440-2½ 1148 (1200-2½)	
CIRCLING	4440-1¼ 1144 (1200-1¼)	4440-1½ 1144 (1200-1½)	4440-3 1144 (1200-3)	



VOR/DME RWY 20
CHADRON MUNI (CDR)

MISSED APPROACH: Climb to 6200 direct CDR VOR/DME and hold.

UNICOM
122.8 (CTAF) **L**



D

197° 5 NM from FAF

3294

3310

3332

3334

3363

6001 X 100

4401 X 75

0.5 % UP

TDZE 3282

REIL Rwy 2, 20 and 29

MIRL Rwy 11-29

HIRL Rwy 2-20

CATEGORY	A	B	C	D
S-20	4500-1¼ 1218 (1300-1¼)	4500-1½ 1218 (1300-1½)	4500-3	1218 (1300-3)
CIRCLING	4500-1¼ 1204 (1300-1¼)	4500-1½ 1204 (1300-1½)	4500-3	1204 (1300-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4740-1¼ 1458 (1500-1¼)	4740-1½ 1458 (1500-1½)	4740-3	1458 (1500-3)
CIRCLING	4740-1¼ 1444 (1500-1¼)	4740-1½ 1444 (1500-1½)	4740-3	1444 (1500-3)

NDB CNP
383

APP CRS
312°

Rwy Idg	3870
TDZE	3680
Apt Elev	3680

NDB or GPS RWY 30

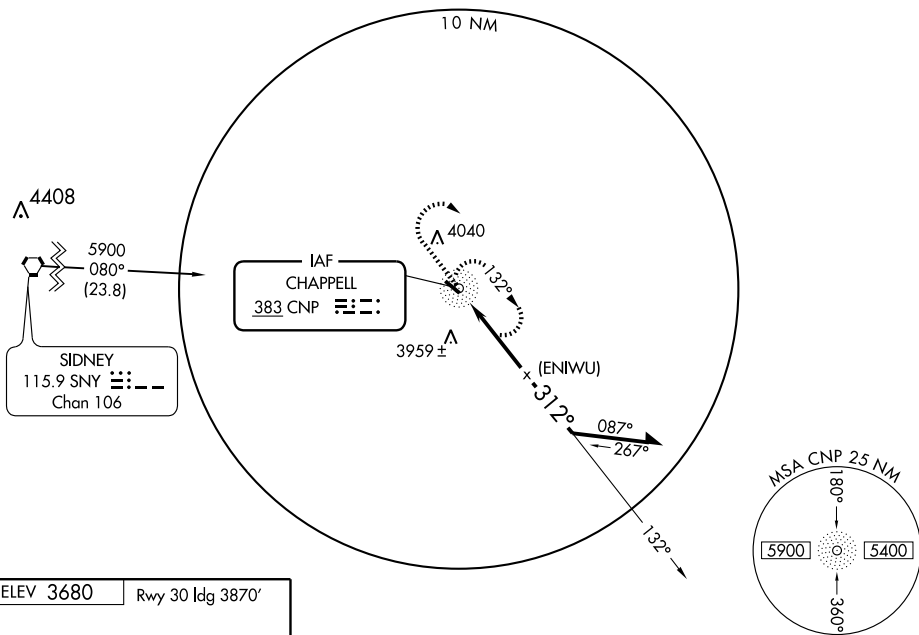
CHAPPELL/BILLY G.RAY FIELD (CNP)

A NA

Use Sidney altimeter setting if not received,
use Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 5500 then right turn direct CNP NDB and hold.

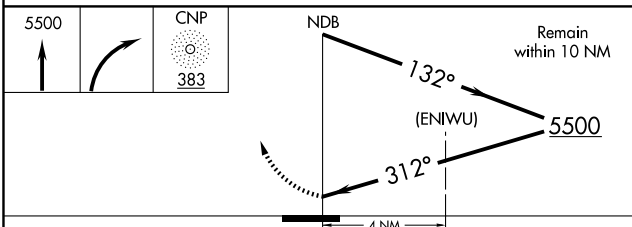
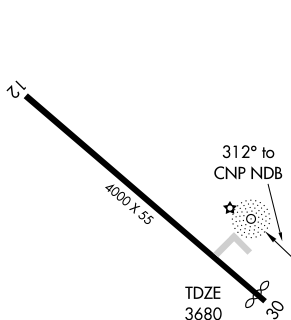
DENVER CENTER
118.475 225.4

CTAF
122.9 **L**

NC-2: 22 OCT 2009 to 19 NOV 2009

ELEV 3680

Rwy 30 ldg 3870'



CATEGORY	A	B	C	D
S-30	4460-1 780 (800-1)	4460-1¼ 780 (800-1¼)	4460-2¼ 780 (800-2¼)	4460-2½ 780 (800-2½)
CIRCLING	4540-1 860 (900-1)	4540-1¼ 860 (900-1¼)	4540-2½ 860 (900-2½)	4600-3 920 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-30	4520-1 840 (900-1)	4520-1¼ 840 (900-1¼)	4520-2½ 840 (900-2½)	4520-2¾ 840 (900-2¾)
CIRCLING	4600-1¼	920 (1000-1¼)	4600-2 ¾ 920 (1000-2¾)	4660-3 980 (1000-3)

LOC I-OLU <u>109.1</u>	APP CRS 142°	Rwy Idg TDZE Apt Elev	6260 1447 1447
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LOC/DME RWY 14
COLUMBUS MUNI (OLU)

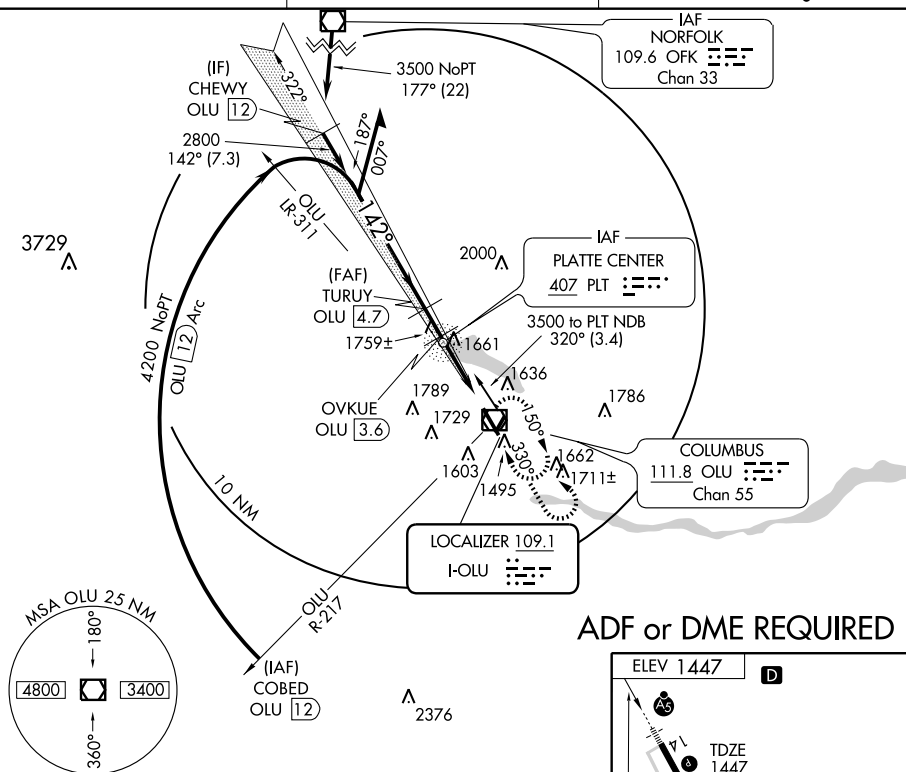
T	When local altimeter setting not received, use Norfolk
A	altimeter setting and increase all MDA 100 feet and
	S-14 Cats C and D and circling Cat D visibility $\frac{1}{4}$ mile.



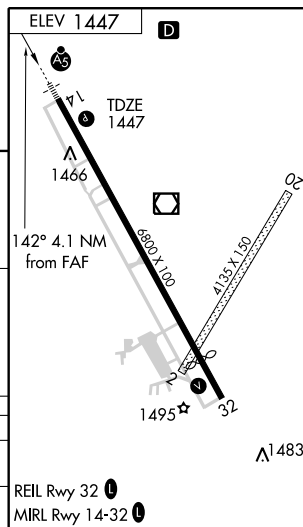
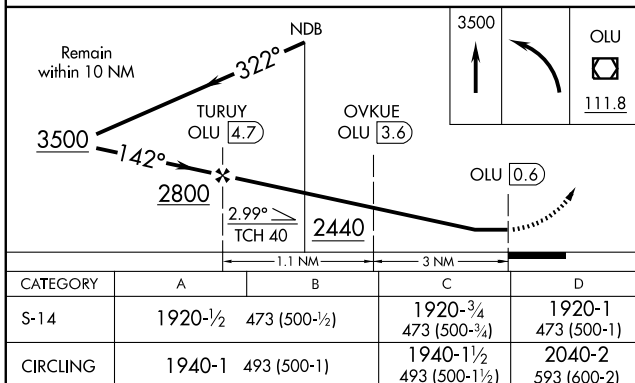
MISSED APPROACH: Climb to 3500 then left turn direct OLU VOR/DME and hold.

AWOS-3
125.525

MINNEAPOLIS CENTER
128.75 346.3

UNICOM
123.05 (CTAF) 


ADF or DME REQUIRED



WAAS CH 60910 W14A	APP CRS 142°	Rwy Idg TDZE Apt Elev	6260 1447 1447
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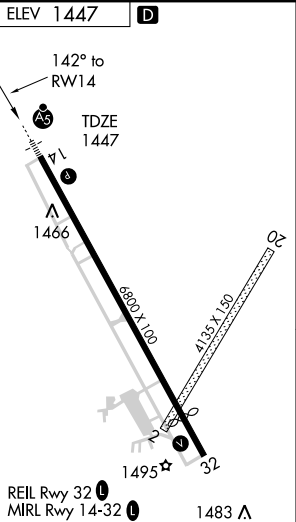
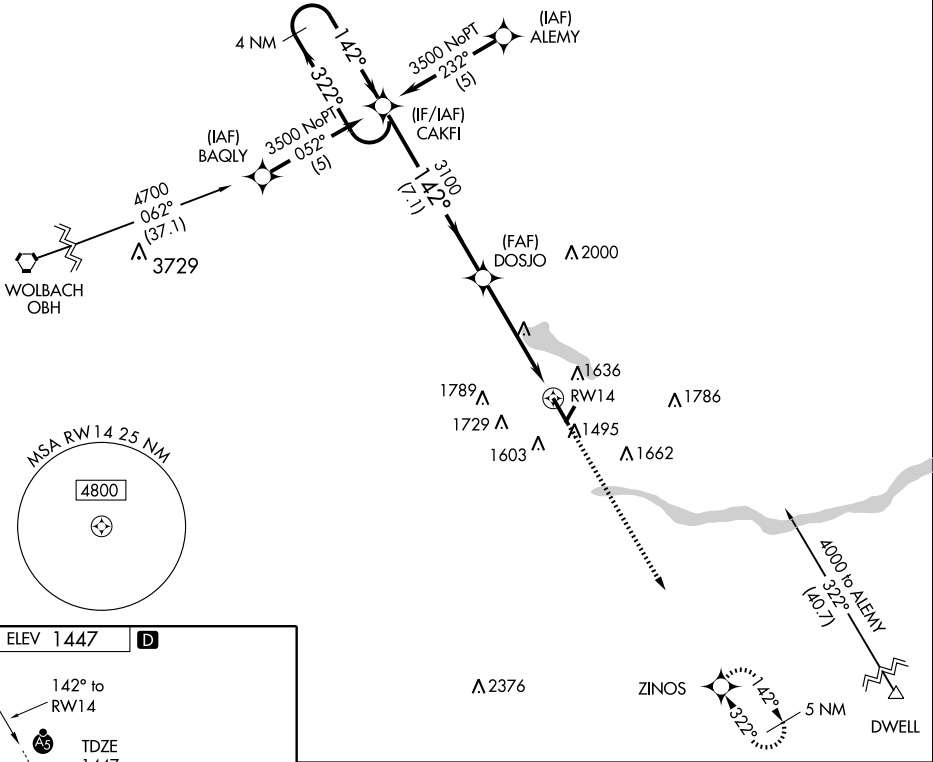
DME/DME RNP -0.3 NA.
BARO-VNAV NA below -15°C (5°F).
For inoperative MALSRS increase LPV all Cats
visibility to 1 mile.

MALSRS



MISSED APPROACH: Climb to 3200 direct ZINOS
and hold.

AWOS-3 125.525	MINNEAPOLIS CENTER 128.75 346.3	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern				* LNAV only		3200	ZINOS
3500 ← 322° GS 3.00° TCH 40				142° →		* 1.4 NM to RWY 14	
CAKFI				DOSJO		RWY 14	
3100				7.1 NM		3.6 NM	
CATEGORY				A	B	C	D
LPV DA				1750-½ 303 (400-½)			
LNAV/VNAV DA				1840-1 393 (400-1)			
LNAV MDA				1920-½ 473 (500-½)		1920-¾ 473 (500-¾)	1920-1 473 (500-1)
CIRCLING				1940-1½ 493 (500-1½)			2040-2 593 (600-2)

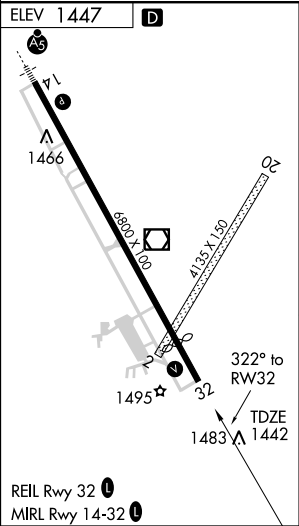
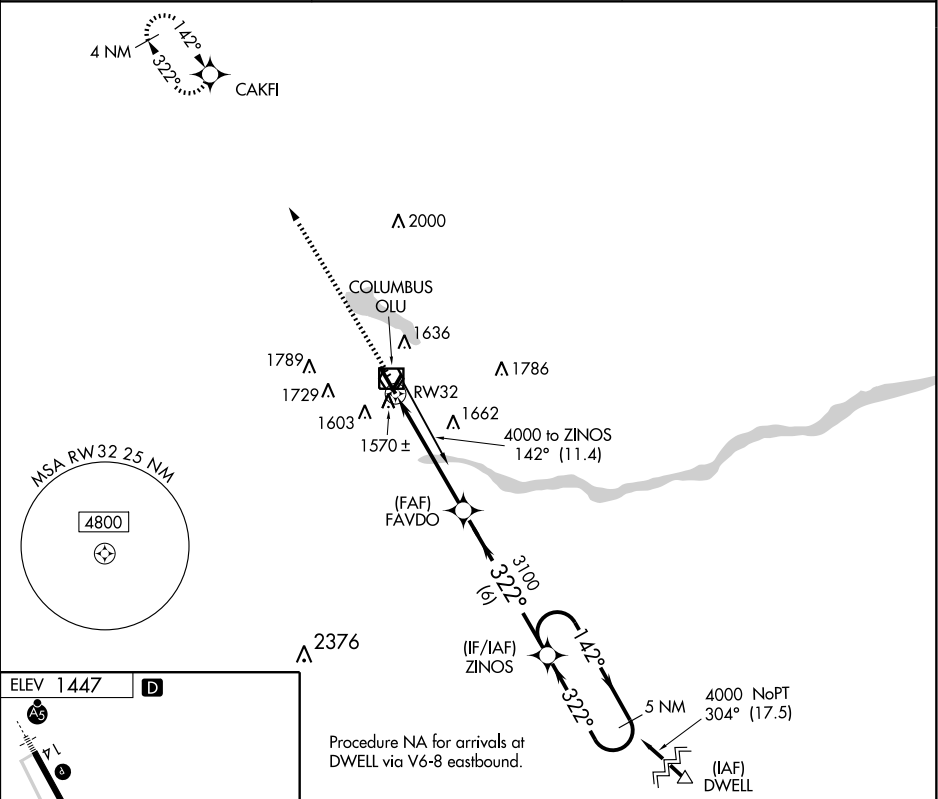
NC-2 22 OCT 2009 to 19 NOV 2009

WAAS CH 81810 W32A	APP CRS 322°	Rwy Idg TDZE Apt Elev	5850 1442 1447
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RNAV (GPS) RWY 32
COLUMBUS MUNI (OLU)

 DME/DME RNP -0.3 NA Baro-VNAV NA below -15°C (5°F)	MISSED APPROACH: Climb to 4000 direct CAKFI and hold.
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AWOS-3 125.525	MINNEAPOLIS CENTER 128.75 346.3	UNICOM 123.05 (CTAF) 0
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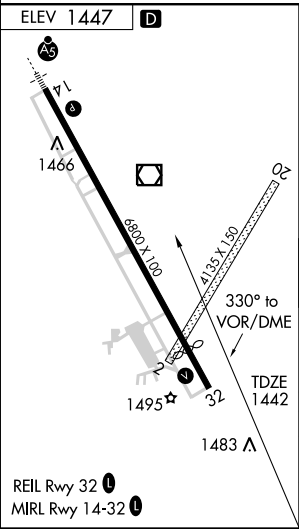
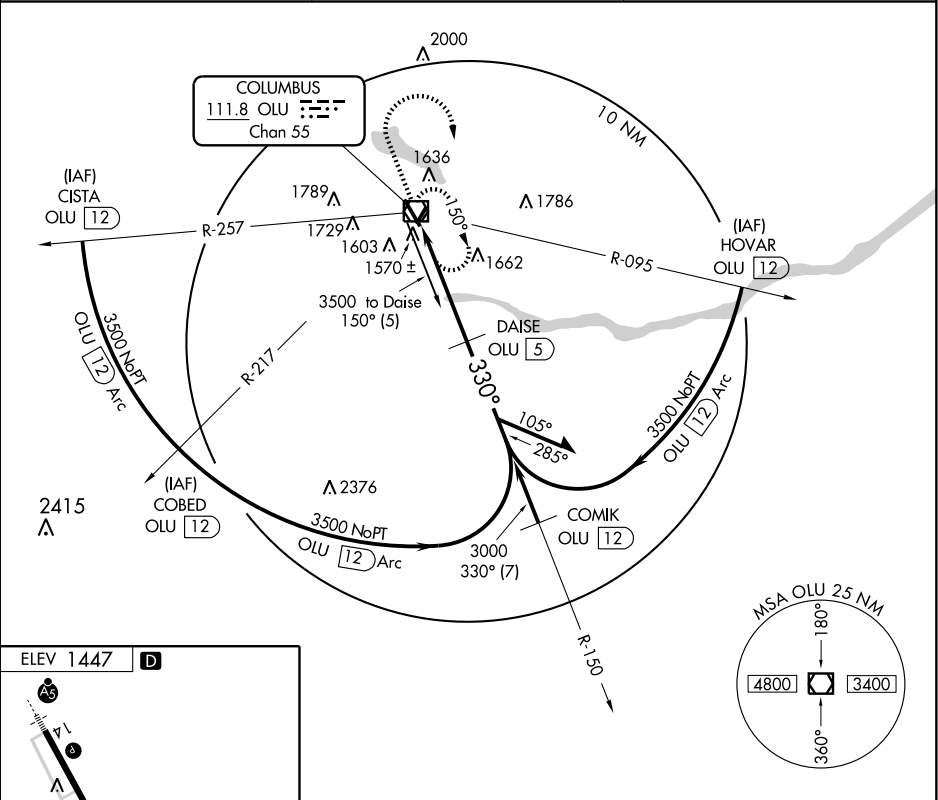
4000	CAKFI	* LNAV only	ZINOS	5 NM Holding Pattern
		* 1.1 NM to RWY 32	FAVDO	142° → 4000
		1.1 NM	3.9 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	1710-1	268 (300-1)		
LNAV/VNAV DA	1840-1½	398 (400-1½)		
LNAV MDA	1820-1	378 (400-1)	1820-1¼	378 (400-1¼)
CIRCLING	1940-1½	493 (500-1½)	2040-2	593 (600-2)



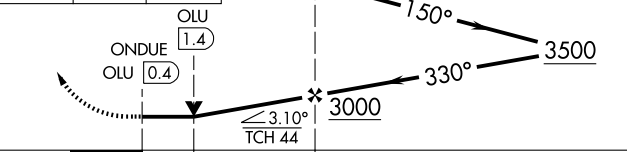
VOR/DME OLU 111.8 Chan 55	APP CRS 330°	Rwy Idg TDZE Apt Elev	5850 1442 1447
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VOR/DME RWY 32
COLUMBUS MUNI (OLU)

	MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.
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AWOS-3 125.525	MINNEAPOLIS CENTER 128.75 346.3	UNICOM 123.05 (CTAF) 
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3500 ↑		OLU  111.8	DAISE OLU 5		Remain within 10 NM	
						
CATEGORY	A		B		C	D
S-32	1820-1 378 (400-1)					1820-1½ 378 (400-1½)
CIRCLING	1940-1 493 (500-1)			1940-1½ 493 (500-1½)		2040-2 593 (600-2)

VOR/DME OLU	APP CRS	Rwy Idg	6260
111.8	129°	TDZE	1447
Chan 55		Apt Elev	1447

▼

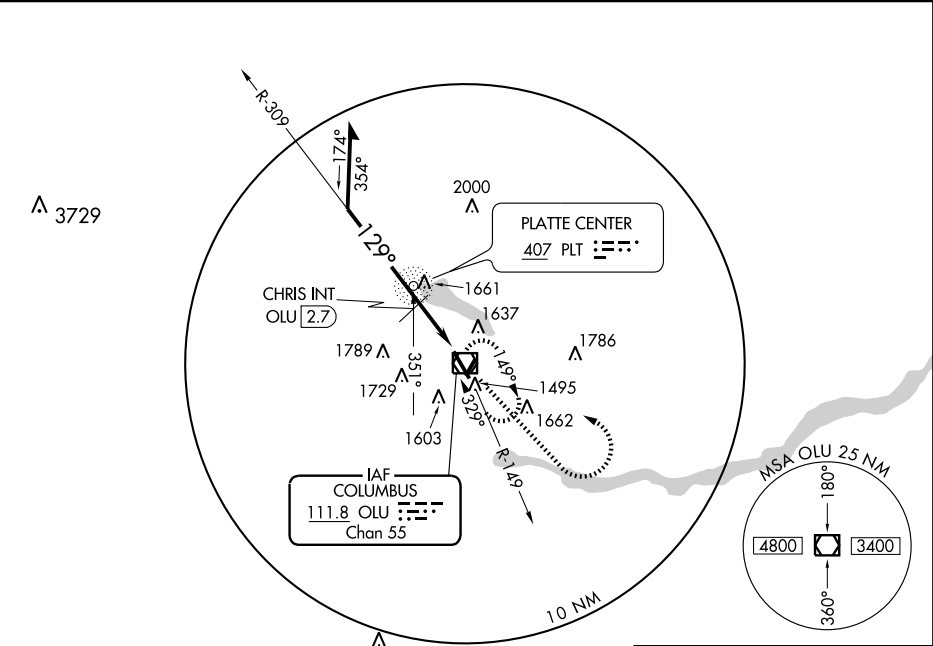
Inoperative table does not apply.

MALSR

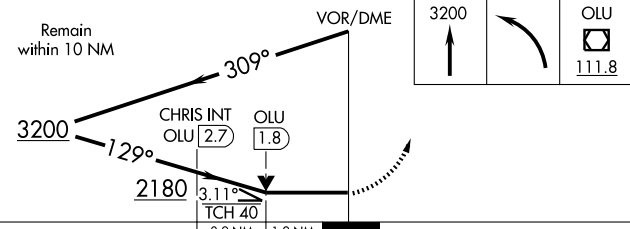
MISSED APPROACH:

Climb to 3200 then left turn direct OLU VOR/DME and hold.

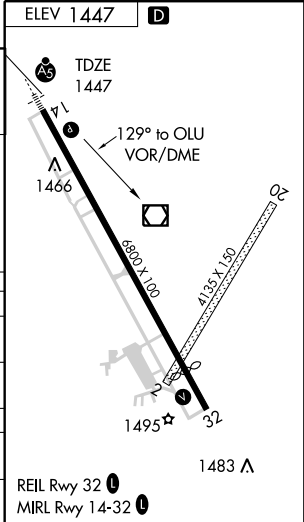
AWOS-3 125.525	MINNEAPOLIS CENTER 128.75 346.3	UNICOM 123.05 (CTAF)
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Maximum entry altitude 6000 at OLU VOR/DME.




CATEGORY	A	B	C	D
S-14	2180-1 733 (800-1)		2180-2 733 (800-2)	2180-2 1/4 733 (800-2 1/4)
CIRCLING	2180-1 733 (800-1)		2180-2 733 (800-2)	2180-2 1/4 733 (800-2 1/4)
CHRIS FIX MINIMUMS				
S-14	1860-1 413 (500-1)		1860-1 1/4 413 (500-1 1/4)	
CIRCLING	1940-1 493 (500-1)		1940-1 1/2 493 (500-1 1/2)	2040-2 593 (600-2)




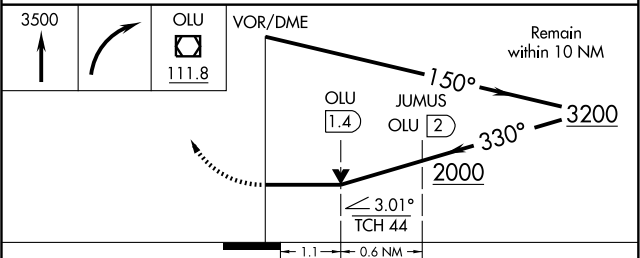
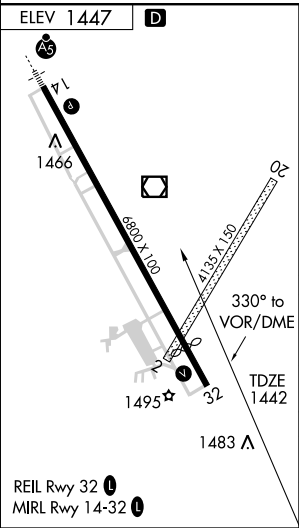
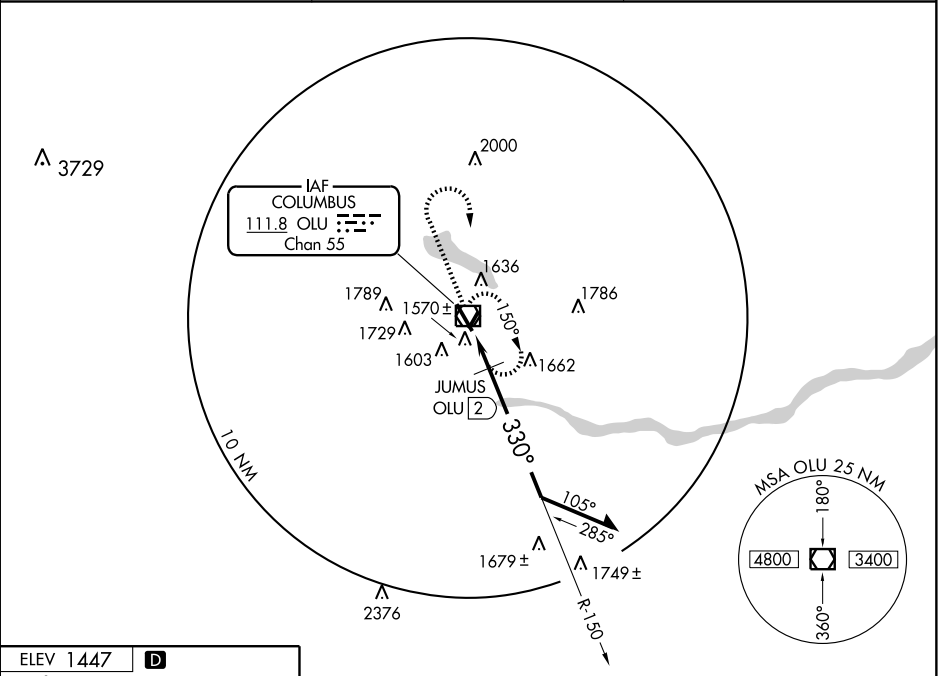
NC-2. 22 OCT 2009 to 19 NOV 2009

VOR/DME OLU 111.8 Chan 55	APP CRS 330°	Rwy Idg TDZE Apt Elev	5850 1442 1447
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VOR RWY 32
COLUMBUS MUNI (OLU)

	MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.
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AWOS-3 125.525	MINNEAPOLIS CENTER 128.75 346.3	UNICOM 123.05 (CTAF) 
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CATEGORY	A	B	C	D
S-32	2000-1	558 (600-1)	2000-1½ 558 (600-1½)	2000-1¾ 558 (600-1¾)
CIRCLING	2000-1	553 (600-1)	2000-1½ 553 (600-1½)	2040-2 593 (600-2)
JUMUS DME MINIMUMS				
S-32	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1	493 (500-1)	1940-1½ 493 (500-1½)	2040-2 593 (600-2)

WAAS Ch 93707 W13A	APP CRS 130°	Rwy Idg TDZE Apt Elev	5000 2503 2503
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RNAV (GPS) RWY 13

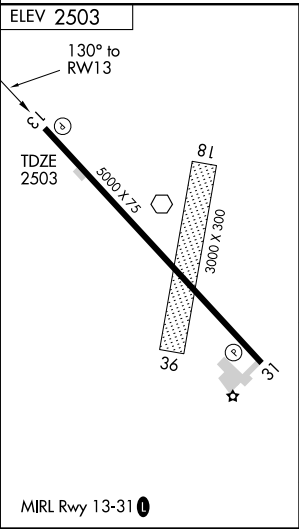
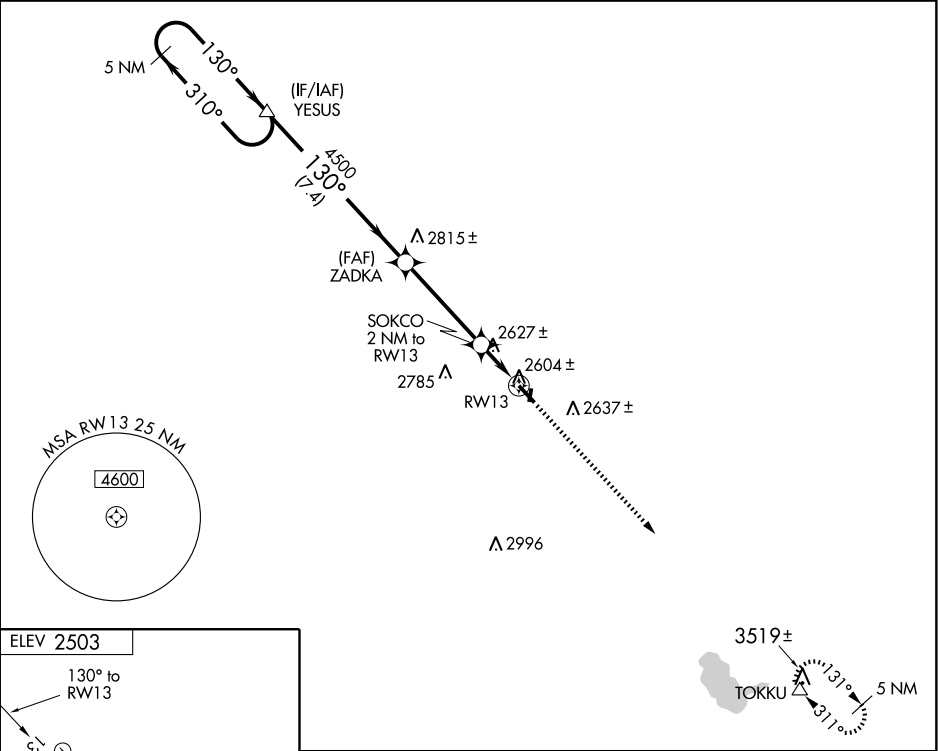
COZAD MUNI (CZD)

⚠ Circling to Rwy 18, 31, and 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA.

⚠ NA Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all DAs 79 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDAs 80 feet and circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 5500 direct TOKKU and hold.

LEXINGTON AWOS-3 121.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern				
YESUS				
ZADKA				
SOKCO 2 NM to RW13				
RW13				
5000				
GS 3.00° TCH 52				
4500				
*3180				
7.4 NM				
4 NM				
2 NM				
CATEGORY	A	B	C	D
LPV DA	2875-1¼	372 (400-1¼)		NA
LNAV/ VNAV DA	2913-1½	410 (500-1½)		NA
LNAV MDA	2920-1	417 (500-1)	2920-1¼ 417 (500-1¼)	NA
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA

RNAV (GPS) RWY 31

COZAD MUNI (CZD)

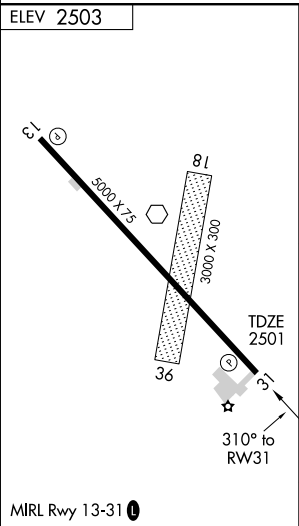
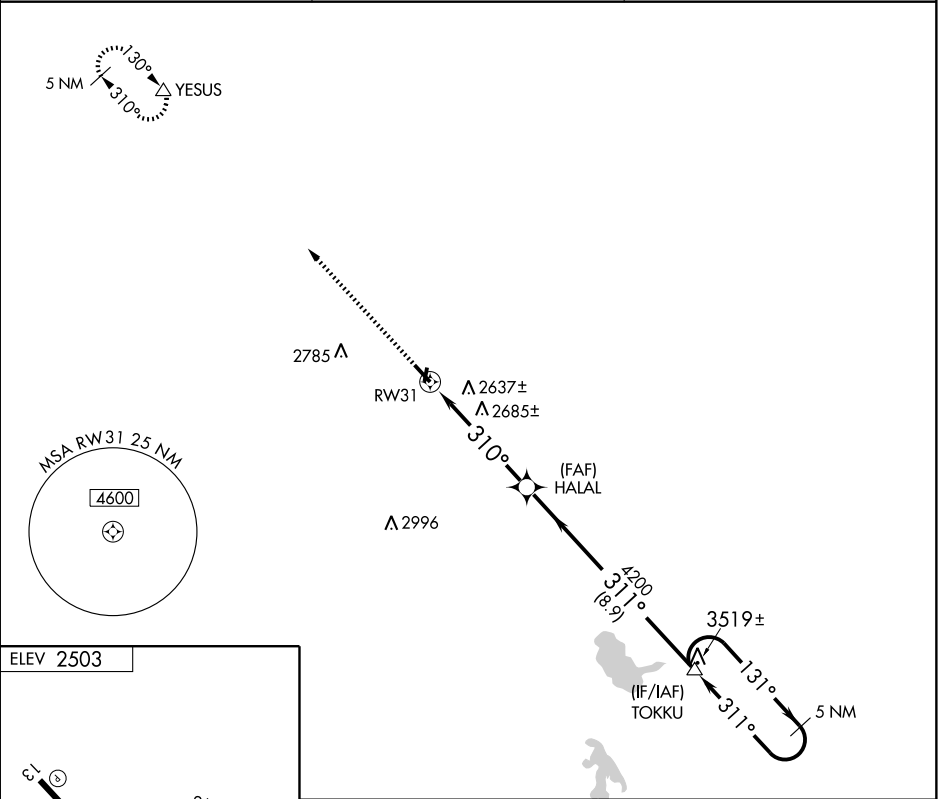
APP CRS 310°	Rwy Idg TDZE Apt Elev 5000 2501 2503
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 **NA**

Circling to Rwy 18, 31, and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility ¼ mile and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct to YESUS and hold.

LEXINGTON AWOS-3 121.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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5000	YESUS	5 NM Holding Pattern			
				TOKKU	
RW31		HALAL		5500	
310°		311°		131°	
3.03°		4200		311°	
TCH 49		8.9 NM		VGSI and descent angles not coincident.	
CATEGORY	A	B	C	D	
LNAV MDA	3040-1	539 (600-1)	3040-1½ 539 (600-1½)	NA	
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA	

VOR OZB 109.0	APP CRS 123°	Rwy Idg TDZE Apt Elev	5000 2502 2502
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VOR RWY 13

COZAD MUNI (CZD)

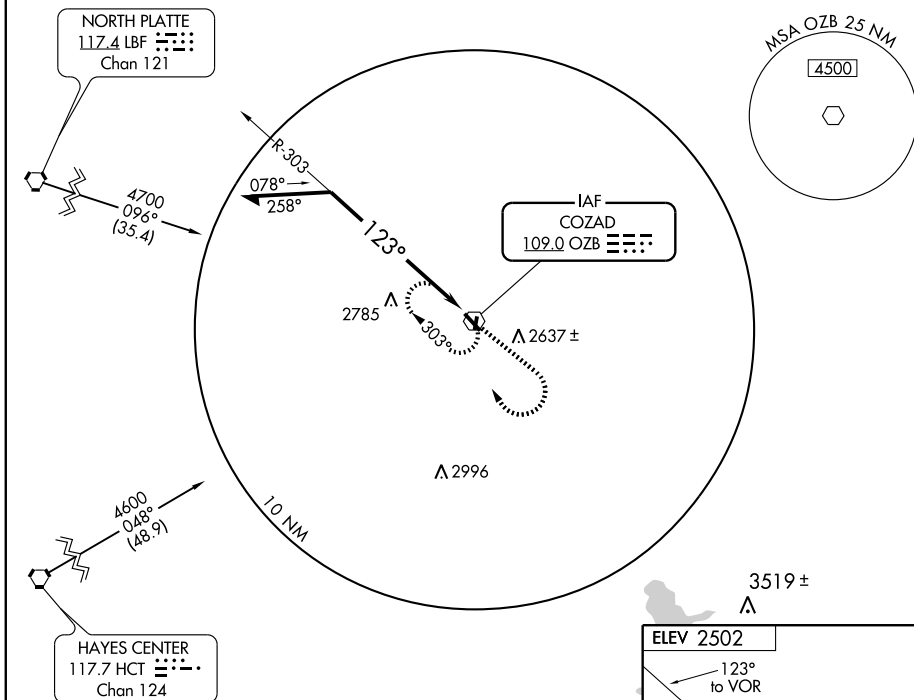
T Use Lexington altimeter setting; if not received, use North
A NA Platte altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4500 then right turn direct OZB VOR and hold.

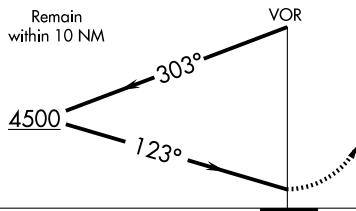
LEXINGTON AWOS-3
121.025

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM



4500





OZB



109.0

ELEV 2502

123°
to VOR

Q

75

24

20

AIRL

not:

က: န

MIRL Rwy 13-31 **L**

Knots	60	90	120	150	180
Min:Sec					

WAAS CH 63107 W17A	APP CRS 175°	Rwy Idg TDZE Apt Elev 4201 1500 1500
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RNAV (GPS) RWY 17

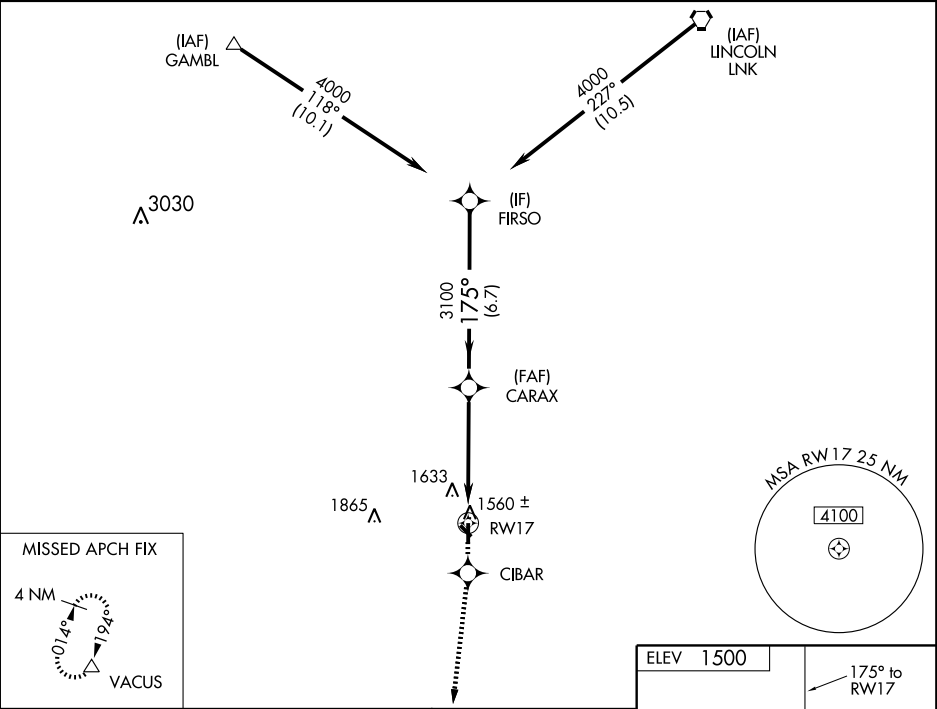
CRETE MUNI (CEK)

▼ Baro-VNAV NA. DME/DME RNP-0.3NA. Visibility reduction by helicopters NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting.

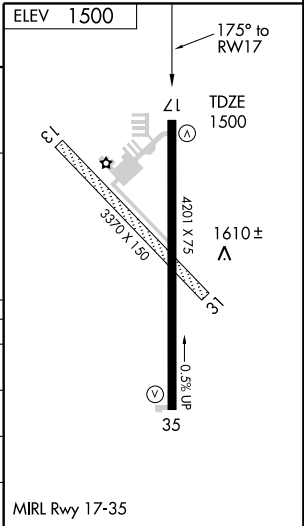
▲ NA

MISSED APPROACH: Climb to 4000 direct CIBAR and via 181° track to VACUS and hold, continue climb-in-hold to 4000.

LINCOLN APP CON ★ 124.0 270.3	UNICOM 122.8 (CTAF)
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VGSi and RNAV glidepath not coincident.		4000	CIBAR	TRK 181°	VACUS
FIRSO		4000	Procedure Turn NA	175°	CARAX
GS 3.00° TCH 40		3100	RW17	6.7 NM	4.8 NM
CATEGORY	A	B	C	D	
LPV DA	1875-1¼	375 (400-1¼)	NA	NA	
LNAV/VNAV DA	2051-2	551 (600-2)	NA	NA	
LNAV MDA	2080-1	580 (600-1)	NA	NA	
CIRCLING	2140-1	640 (700-1)	NA	NA	



WAAS CH 77708 W35A	APP CRS 355°	Rwy Idg TDZE Apt Elev	4201 1498 1500
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RNAV (GPS) RWY 35

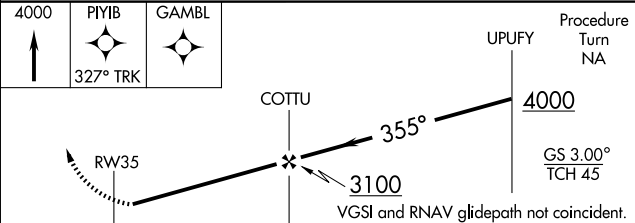
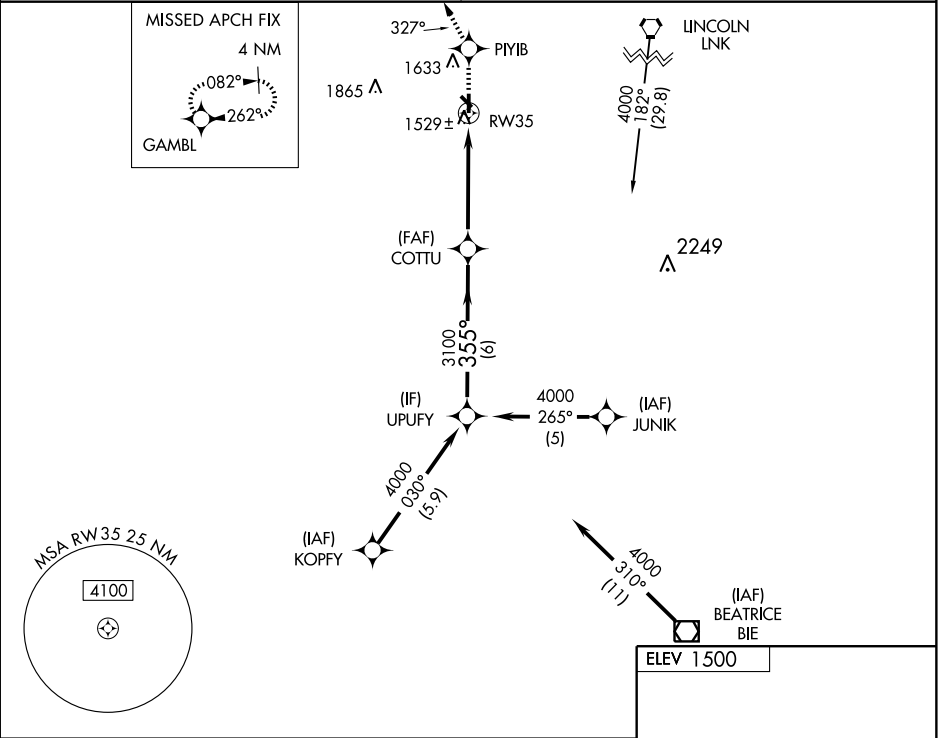
CRETE MUNI (CEK)



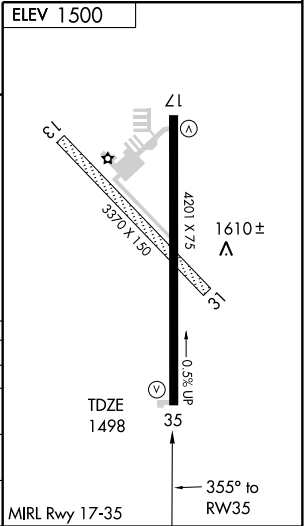
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct PIYIB and via 327° track to GAMBL and hold.

LINCOLN APP CON ★ 124.0 270.3	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1824-1¼	326 (400-1¼)		NA
LNAV/VNAV DA	1855-1¼	357 (400-1¼)		NA
LNAV MDA	2040-1	542 (600-1)		NA
CIRCLING	2140-1	640 (700-1)		NA



▼

NA

Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 via LNK VORTAC R-196 to SIYOG/10 DME and hold.

LINCOLN APP CON ★

124.0 270.3

UNICOM

122.8 (CTAF)

CATEGORY	A	B	C	D
S-17	2080-1	580 (600-1)	NA	
CIRCLING	2140-1	640 (700-1)	NA	

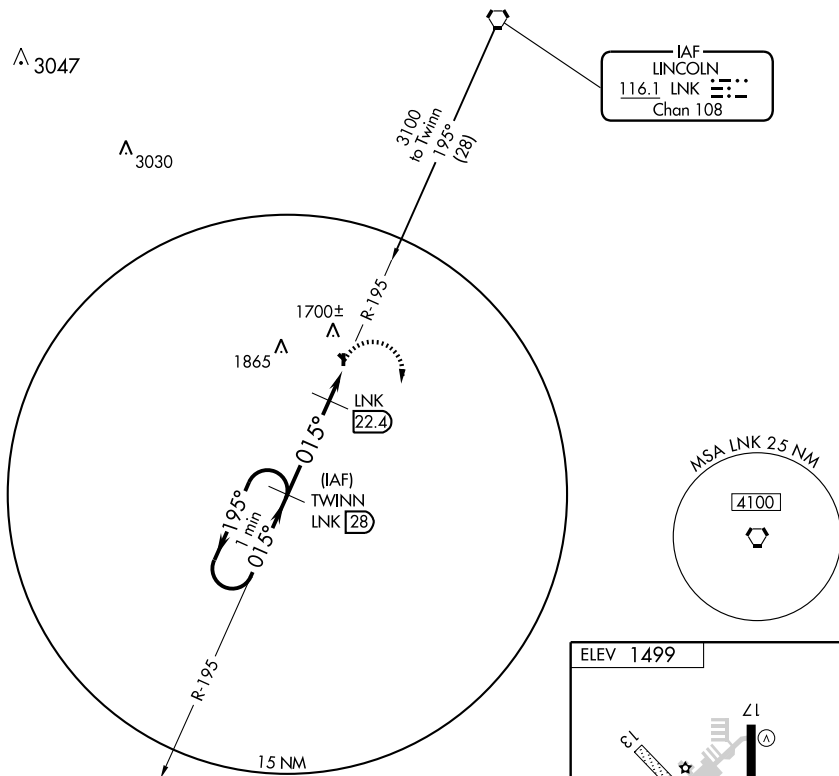
Knots	60	90	120	150	180
Min:Sec					

NC-2 22 OCT 2009 to 19 NOV 2009

VOR/DME RWY 35
CRETE MUNI (CEK)

MISSED APPROACH: Climbing right turn to 3100 via LNK R-195 to TWINN/LNK 28 DME and hold.

UNICOM
122.8 (CTAF)



One Minute Holding Pattern

3100 ← 195°
015° →

TWINN LNK 28

3100

LNK R-195

TWINN LNK 28

015°

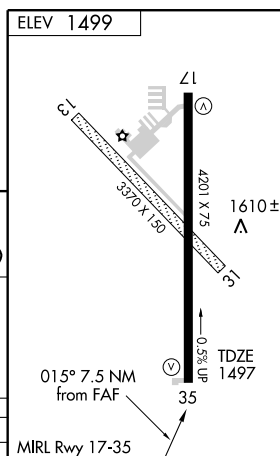
2140

LNK 22.4

LNK 20.5

5.6 NM

1.9 NM



CATEGORY	A	B	C	D
S-35	2080-1	583 (600-1)	NA	
CIRCLING	2140-1	641 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

APP CRS 141°	Rwy Idg 3600
	TDZE 1616
	Apt Elev 1617

RNAV (GPS) RWY 14

DAVID CITY MUNI (93Y)



Use Columbus Muni altimeter setting; if not received, use Lincoln altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.
Procedure NA at night.

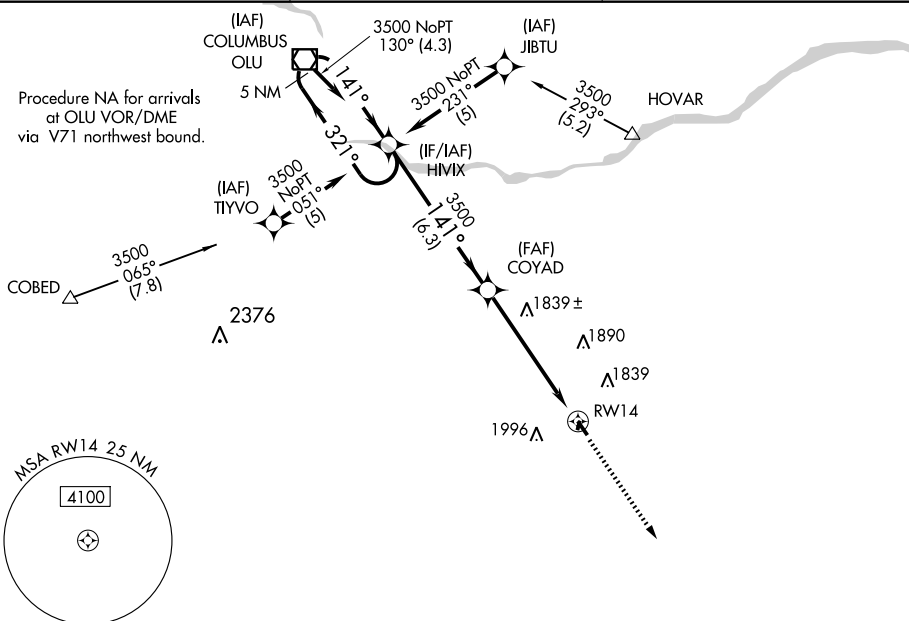


MISSED APPROACH: Climb to 3500
direct NOYIT and hold.

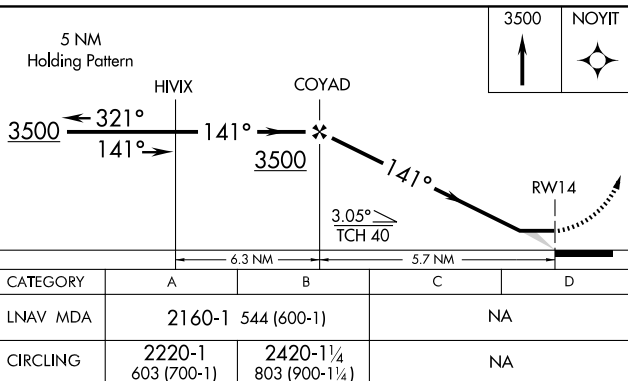
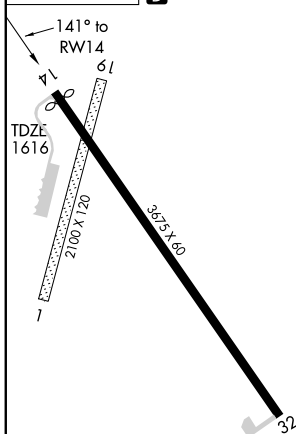
COLUMBUS AWOS-3
125.525

LINCOLN APP CON
124.0 270.3

CTAF
122.9



ELEV 1617



APP CRS	Rwy Idg	3675
321°	TDZE	1617
	Apt Elev	1617

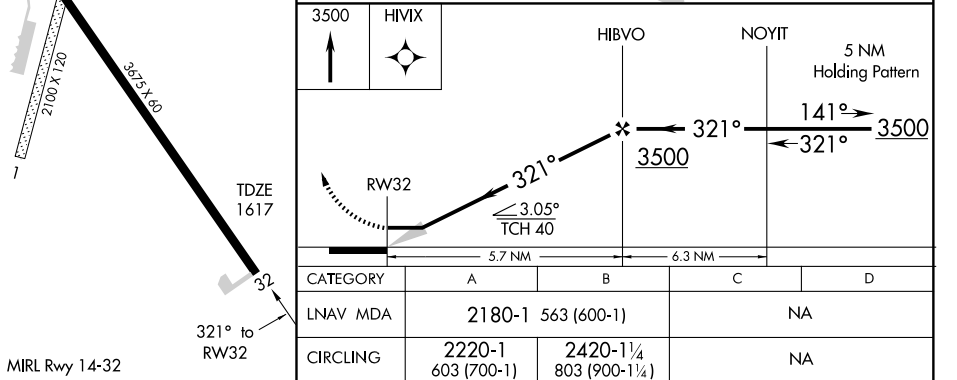
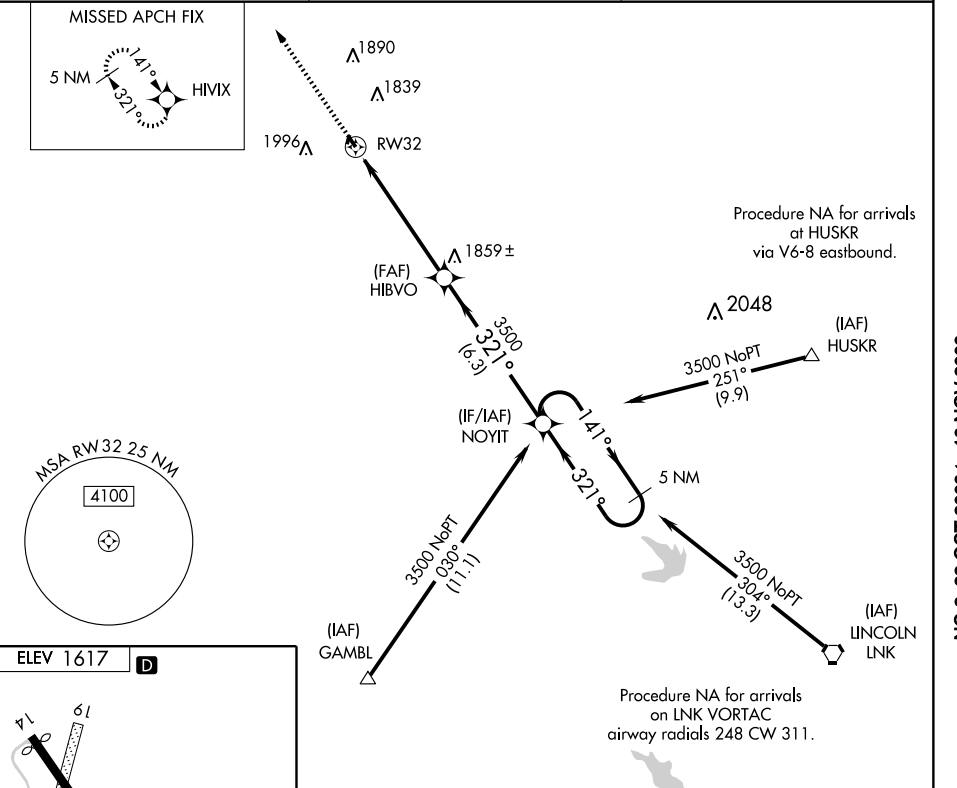
▼

NA

DME/DME RNP-0.3 NA. Use Columbus Muni altimeter setting; if not received, use Lincoln altimeter setting and increase all MDAs 60 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct HIVIX and hold.

COLUMBUS AWOS-3 125.525	LINCOLN APP CON 124.0 270.3	CTAF 122.9
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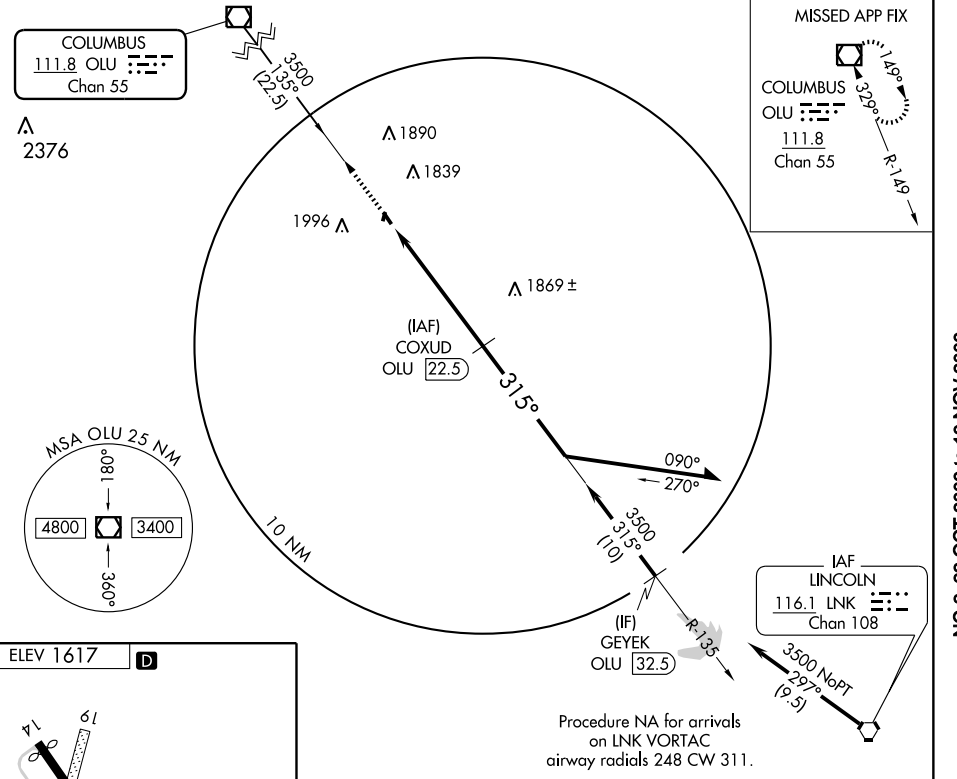


NC-2 22 OCT 2009 to 19 NOV 2009

Use Columbus Muni altimeter setting, if not received, use Lincoln altimeter setting and increase all MDAs 60 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct OLU VOR/DME and hold.

COLUMBUS AWOS-3 125.525	LINCOLN APP CON 124.0 270.3	CTAF 122.9
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NDB FBY 293	APP CRS 186°	Rwy Idg TDZE Apt Elev N/A N/A 1479
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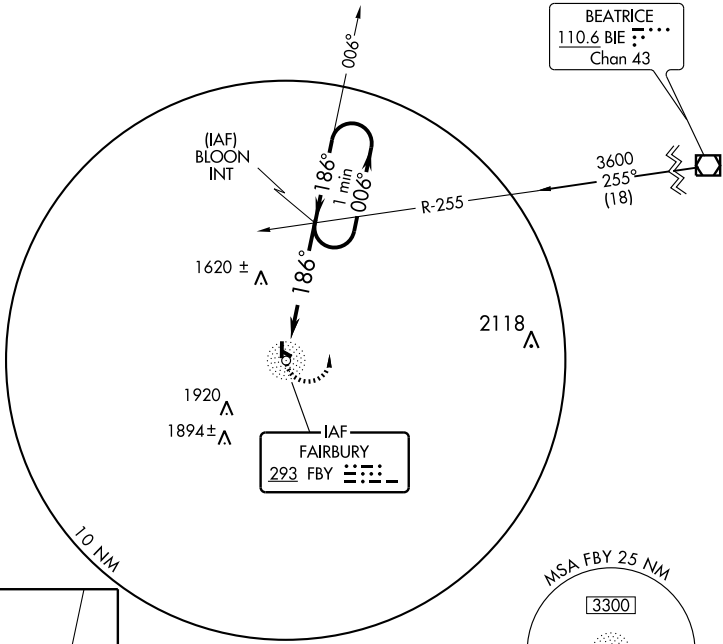
Use Hebron Muni altimeter setting.



MISSED APPROACH: Climbing left turn to 3600 via FBY bearing 006° to BLOON Int and hold.

MINNEAPOLIS CENTER
126.4 317.7

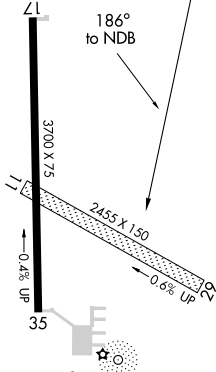
UNICOM
122.7 (CTAF) 0



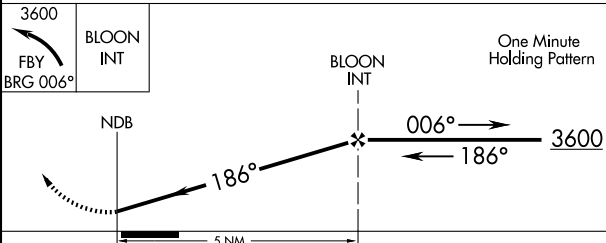
MSA FBY 25 NM

3300

ELEV 1479



MIRL Rwy 17-35 0



One Minute Holding Pattern

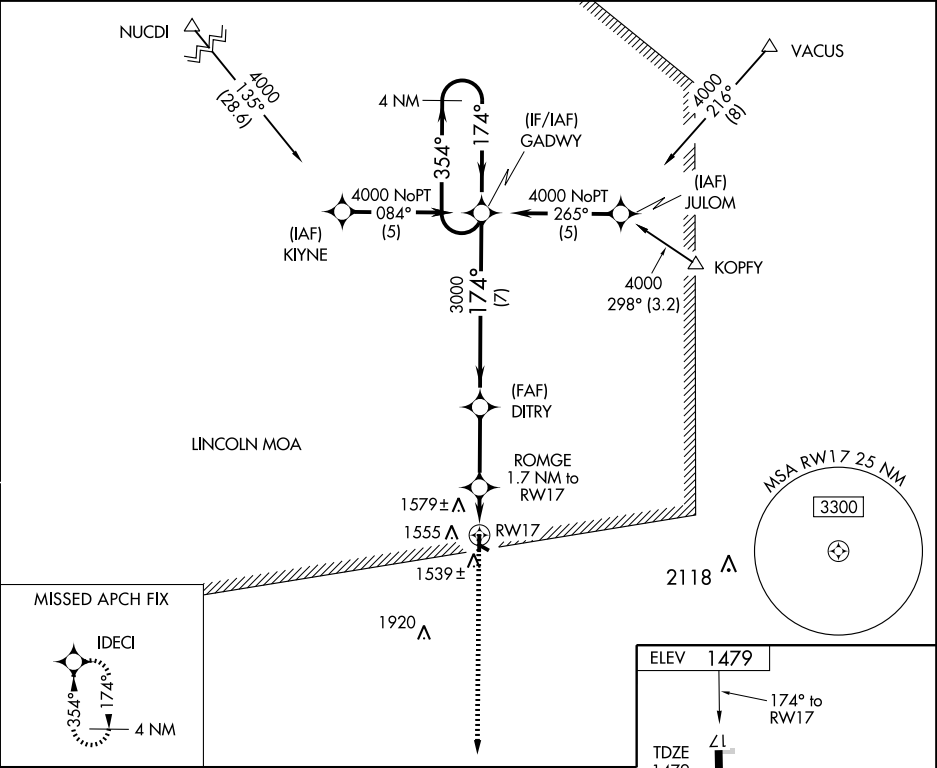
CATEGORY						A	B	C	D
CIRCLING						2000-1 521 (600-1)	2040-1 561 (600-1)	NA	
Knots	60	90	120	150	180				
Min:Sec									

WAAS CH 77608 W17A	APP CRS 174°	Rwy ldg TDZE Apt Elev	3700 1479 1479
--	------------------------	-----------------------------	---

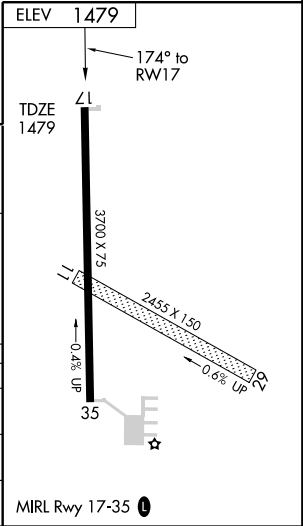
RNAV (GPS) RWY 17
FAIRBURY MUNI (FBY)

NA	DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1798 feet and all visibilities ¼ mile; increase all MDA 40 feet.	MISSED APPROACH: Climb to 3600 direct IDECI and hold.
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MINNEAPOLIS CENTER 126.4 317.7	UNICOM 122.7 (CTAF) 0
--	---------------------------------



4 NM Holding Pattern		GADWY		3600 IDECI	
4000		354° 174°		*LNAV only	
GS 3.00° TCH 40		DITRY		ROMGE 1.7 NM to RW17	
		3000		*2060	
		7 NM		2.9 NM	
				1.7 NM	
CATEGORY	A	B	C	D	
LPV DA	1775-1	296 (300-1)		NA	
LNAV MDA	1840-1	361 (400-1)		NA	
CIRCLING	1960-1	481 (500-1)		NA	



WAAS CH 65808 W35A	APP CRS 354°	Rwy Idg 3700 TDZE 1477 Apt Elev 1479
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RNAV (GPS) RWY 35

FAIRBURY MUNI (FBY)

DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1796 feet and all visibilities $\frac{1}{4}$ mile; increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000
direct GADWY and hold.

MINNEAPOLIS CENTER
126.4 317.7

UNICOM
122.7 (CTAF) **L**

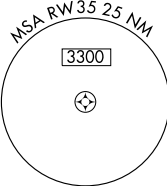
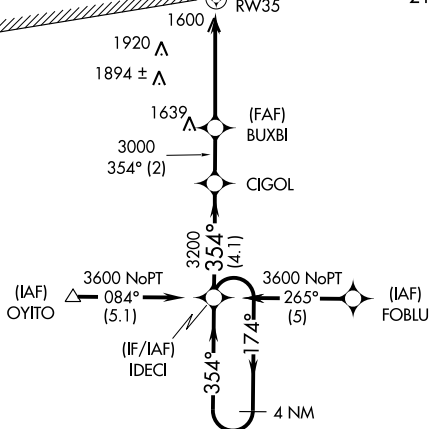
MISSED APCH FIX



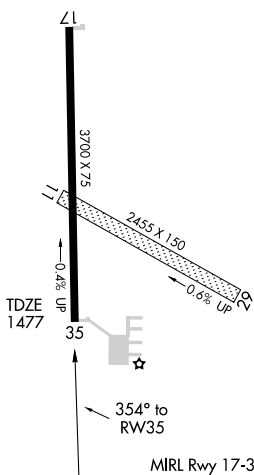
LINCOLN MOA



BEATRICE
BIE

3600
212°
(23.1)

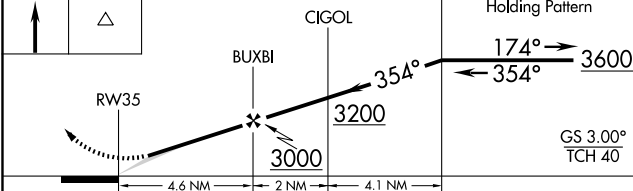


ELEV 1479



4000	GADWY
	

IDECI 4 NM
| Holding Pattern



GS 3.00°
TCH 40

CATEGORY	A	B	C	D
LPV DA	1773-1	296 (300-1)	NA	
LNAV MDA	1900-1	423 (500-1)	NA	
CIRCLING	1960-1	481 (500-1)	NA	

NDB FMZ	APP CRS	Rwy Idg	4316
392	162°	TDZE	1636
		Apt Elev	1636

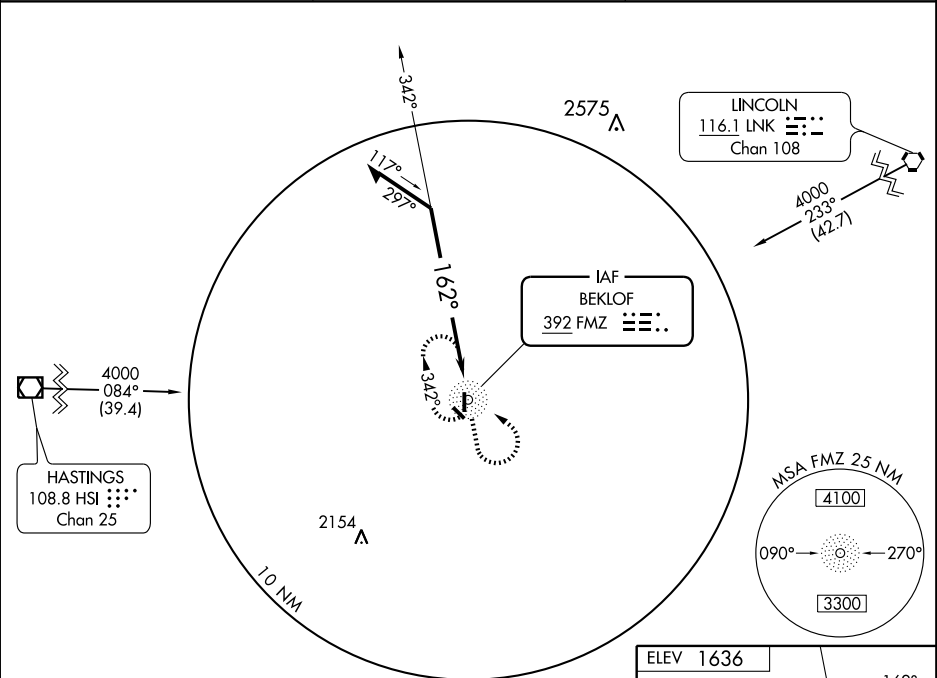
NDB RWY 17
FAIRMONT STATE AIRFIELD (FMZ)

NA

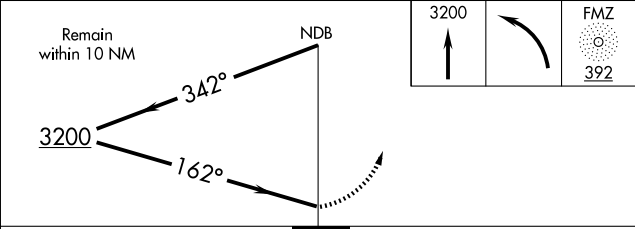
Use York altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn direct FMZ NDB and hold.

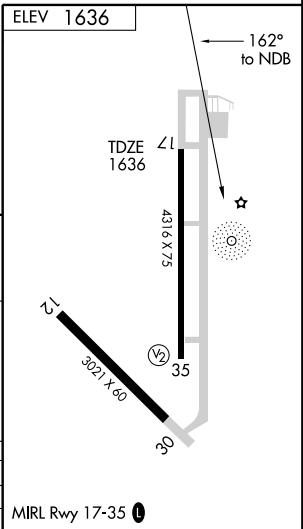
AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	CTAF 122.9
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Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.



CATEGORY	A	B	C	D
S-17	2340-1	704 (800-1)	NA	
CIRCLING	2340-1	704 (800-1)	NA	



NDB FMZ 392	APP CRS 001°	Rwy Idg TDZE Apt Elev	4316 1635 1636
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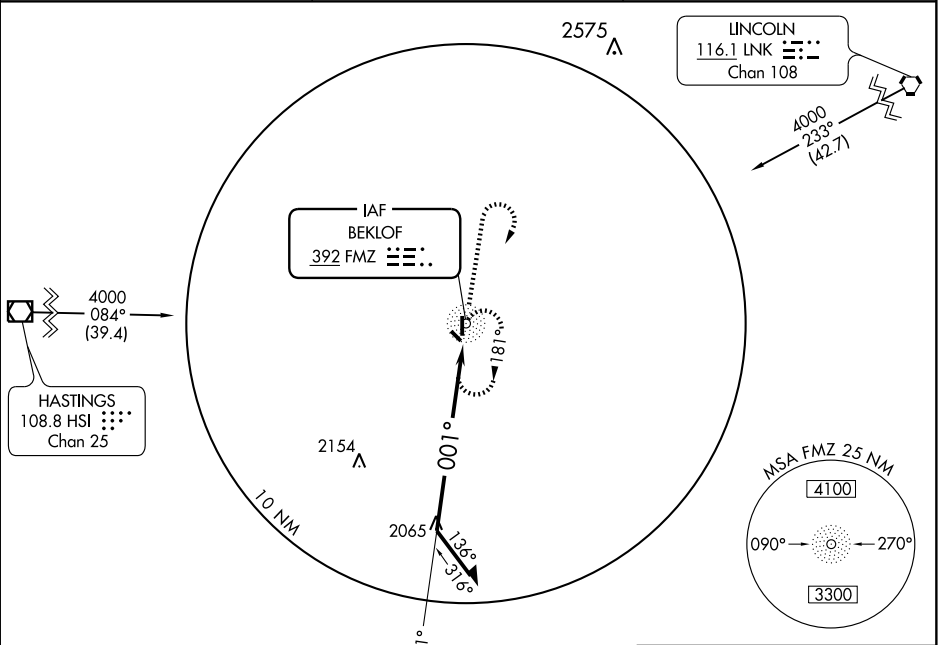
NDB RWY 35
FAIRMONT STATE AIRFIELD (FMZ)

NA

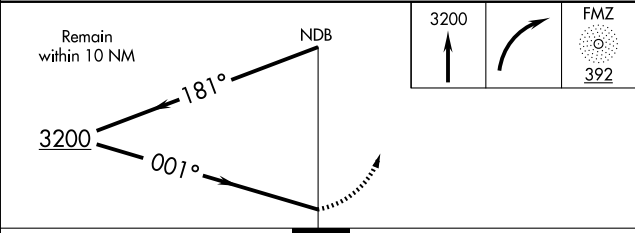
Use York altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn direct FMZ NDB and hold.

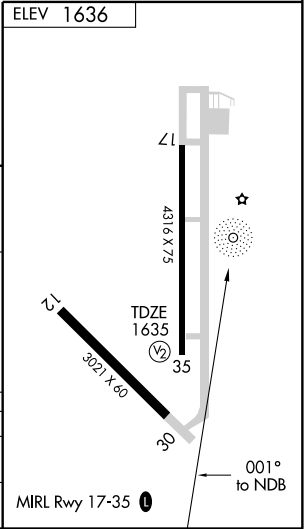
AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	CTAF 122.9
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Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.



CATEGORY	A	B	C	D
S-35	2420-1 785 (800-1)	2420-1¼ 785 (800-1¼)	NA	
CIRCLING	2420-1 784 (800-1)	2420-1¼ 784 (800-1¼)	NA	

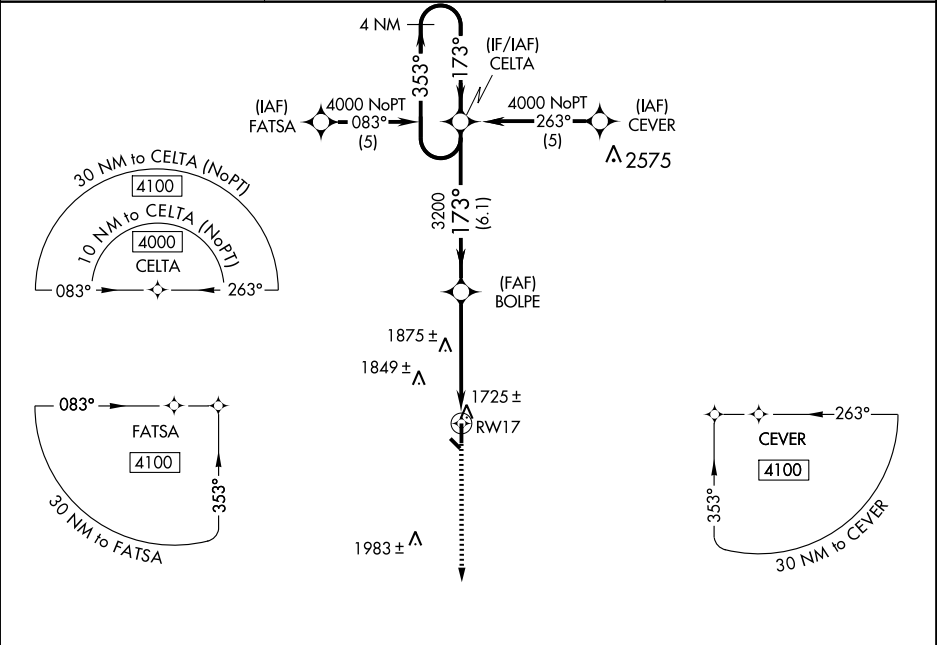


WAAS CH 69414 W17A	APP CRS 173°	Rwy Idg 4316 TDZE 1636 Apt Elev 1636
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RNAV (GPS) RWY 17
FAIRMONT STATE AIRFIELD (FMZ)

 NA	DME/DME RNP-0.3 NA. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile.	MISSED APPROACH: Climb to 4000 direct UNITE and hold.
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AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	CTAF 122.9 0
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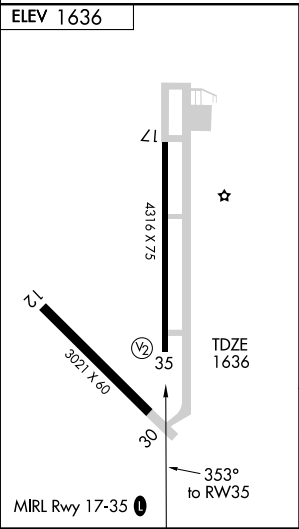
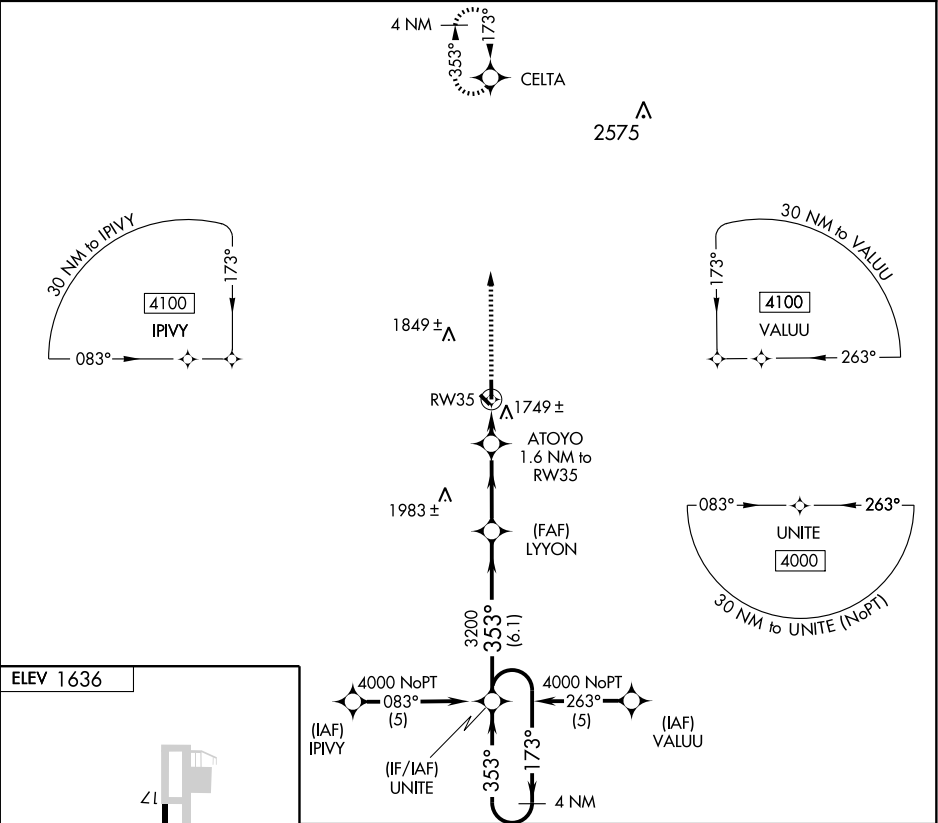
CATEGORY	A	B	C	D
LPV DA	1934-1	298 (300-1)		NA
RNAV/VNAV DA	2043-1½	407 (500-1½)		NA
RNAV MDA	2240-1	604 (700-1)		NA
CIRCLING	2240-1	604 (700-1)		NA




WAAS CH 93614 W35A	APP CRS 353°	Rwy Idg 4316 TDZE 1636 Apt Elev 1636
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RNAV (GPS) RWY 35
FAIRMONT STATE AIRFIELD (FMZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile. Baro-VNAV N/A.	MISSED APPROACH: Climb to 4000 direct CELTA and hold.
--	---

AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	CTAF 122.9 0
--------------------------	--	------------------------



4000 ↑	CELTA 			
*LNAV only.	ATOYO 1.6 NM to RW35	LYON 	UNITE 4 NM Holding Pattern	4000
RW35 	*2180	3200	GS 3.00° TCH 40	
1.6 NM		3.1 NM	6.1 NM	
CATEGORY	A	B	C	D
LPV DA	1934-1	298 (300-1)	NA	
LNAV/ VNAV DA	2094-1¾	458 (500-1¾)	NA	
LNAV MDA	2060-1	424 (500-1)	NA	
CIRCLING	2120-1	484 (500-1)	NA	

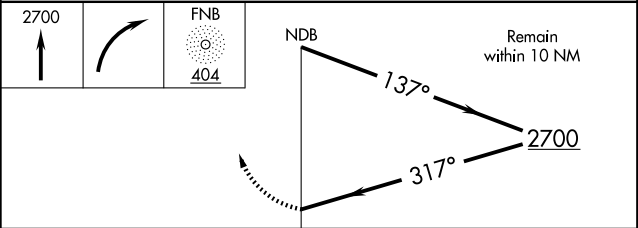
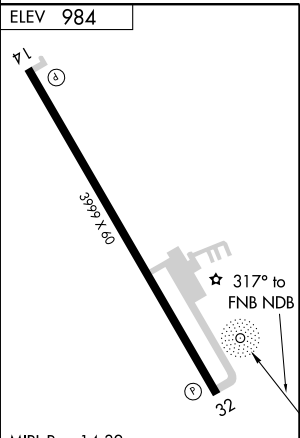
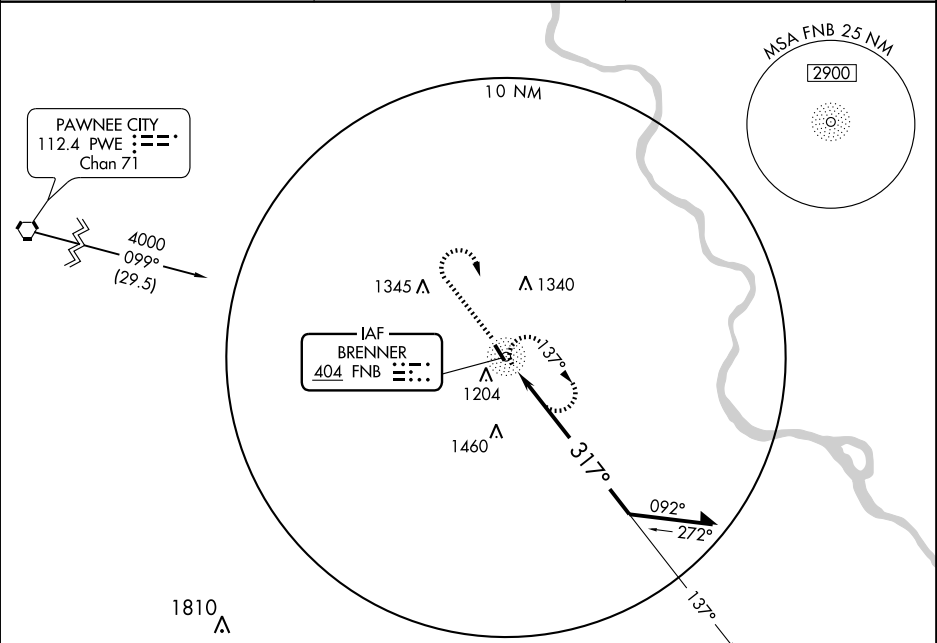
FNB NDB 404	APP CRS 317°	Rwy Idg TDZE Apt Elev	N/A N/A 984
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NDB-A

FALLS CITY/ BRENNER FIELD (FNB)

	MISSED APPROACH: Climb to 2700 then right turn direct FNB NDB and hold.
--	---

ASOS 119.27	COLUMBUS RADIO 122.1R	UNICOM 122.8 (CTAF)
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MIRL Kwy 14-32											
						CATEGORY		A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1580-1	596 (600-1)	NA		
Min:Sec											

APP CRS
144°

Rwy Idg	3999
TDZE	984
Apt Elev	984

RNAV (GPS) RWY 14

FALLS CITY/ BRENNER FIELD (FNB)

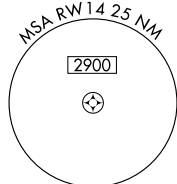
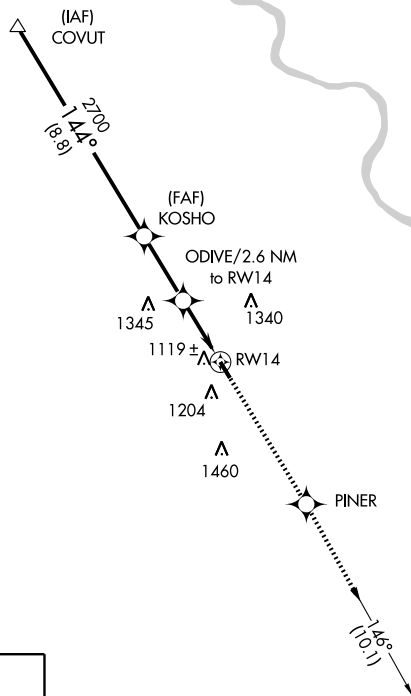
T GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
A NA Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 2700 direct PINER WP and via 146° track to RBA VOR/DME and hold.

ASOS
119.27

COLUMBUS RADIO
122.1R

UNICOM
122.8 (CTAF)



1810

ELEV 984

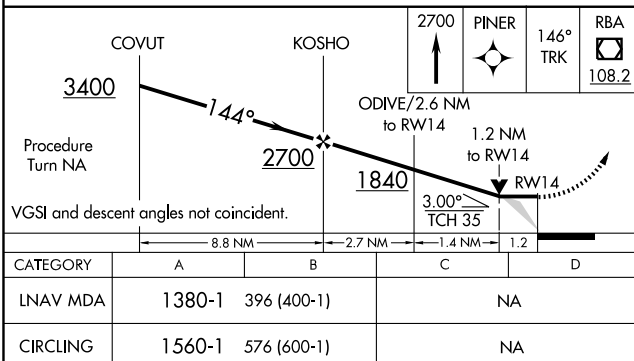
4° to
V14

TDZE
984

09 x 60

32

MIRL Rwy 14-32

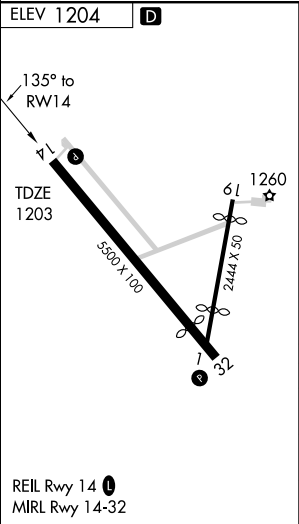
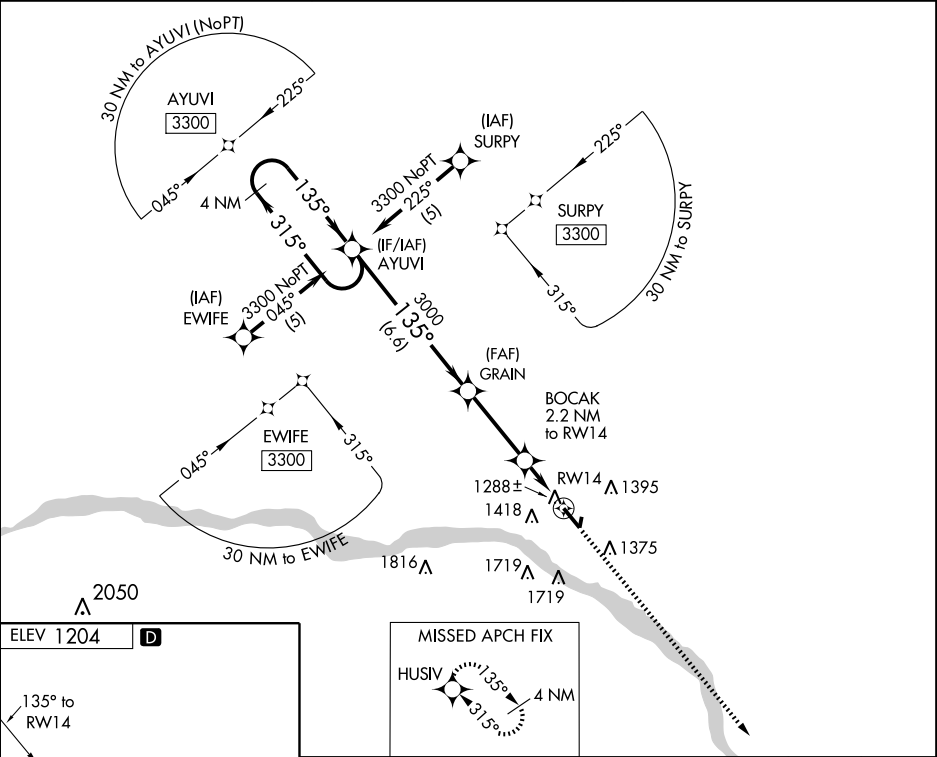


WAAS CH 82403 W14A	APP CRS 135°	Rwy Idg TDZE Apt Elev	5500 1203 1204
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RNAV (GPS) RWY 14
FREMONT MUNI (F'ET')

<p>▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all DAs 81 feet and MDAs 100 feet and increase LPV all Cats and circling Cat C visibility ½ mile, and LNAV visibility Cat C ¼ mile. VDP NA when using Tekamah Muni altimeter setting.</p> <p>▲</p>	MISSED APPROACH: Climb to 3000 direct HUSIV and hold.
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AWOS-3 121.275	OMAHA APP CON 120.1 354.05	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern AYUVI				3000	HUSIV
3300 ← 315° → 135° →				↑	✱
GS 3.00° TCH 40				*LNAV only	
4 NM Holding Pattern AYUVI				3000	HUSIV
3300 ← 315° → 135° →				↑	✱
GS 3.00° TCH 40				*LNAV only	
4 NM Holding Pattern AYUVI				3000	HUSIV
3300 ← 315° → 135° →				↑	✱
GS 3.00° TCH 40				*LNAV only	
CATEGORY	A	B	C	D	
LPV DA	1515-1 312 (400-1)			NA	
LNAV MDA	1540-1 337 (400-1)			NA	
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA	

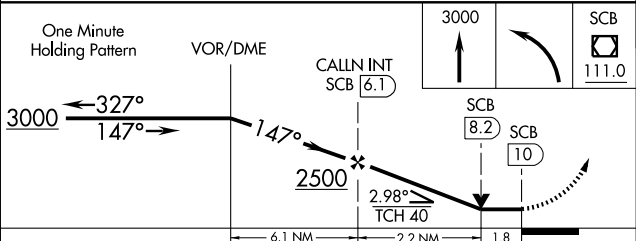
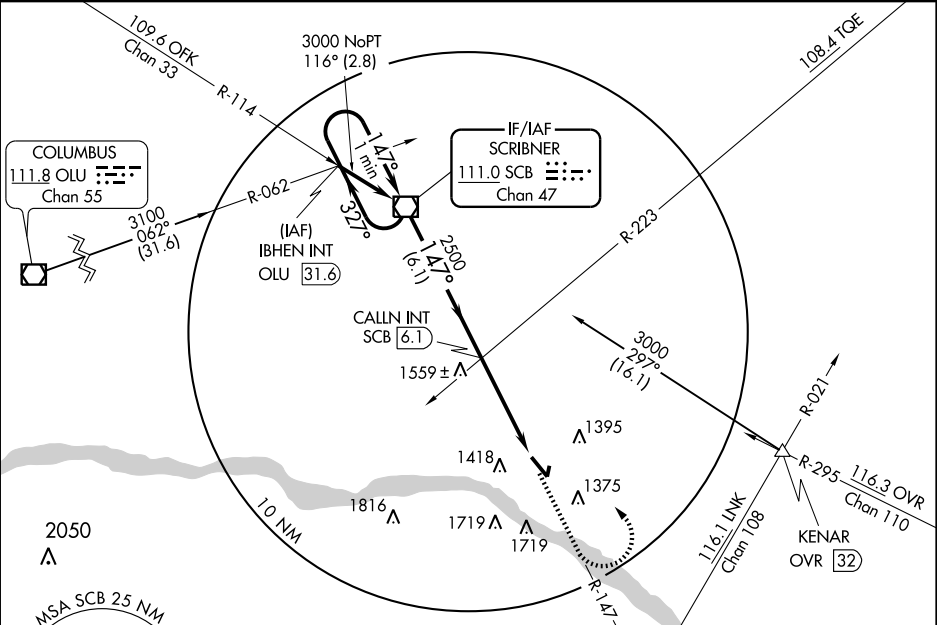
VOR RWY 14
FREMONT MUNI (FET)

VOR/DME SCB 111.0 Chan 47	APP CRS 147°	Rwy Idg TDZE Apt Elev	5500 1203 1204
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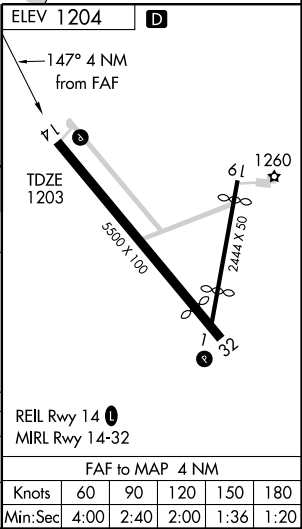
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all MDAs 100 feet and increase S-14 and Circling Cat C visibility ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct SCB VOR/DME and hold.

AWOS-3 121.275	OMAHA APP CON 120.1 354.05	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-14	1820-1 617 (700-1)		1820-1¾ 617 (700-1¾)	NA
CIRCLING	1820-1 616 (700-1)		1820-1¾ 616 (700-1¾)	NA

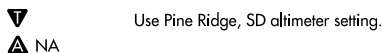


NDB GRN
414

APP CRS
216°

Rwy Idg	5196
TDZE	3561
Apt Elev	3561

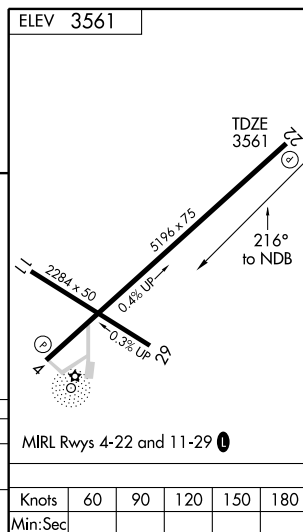
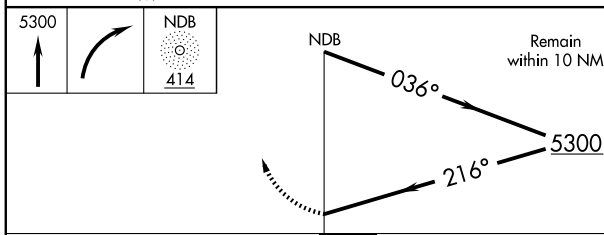
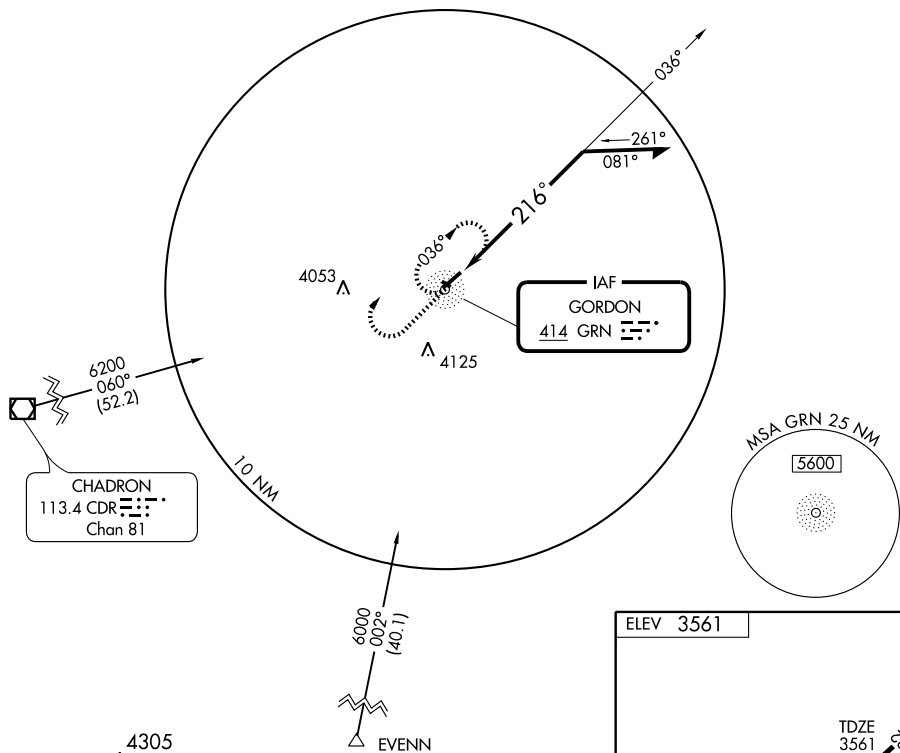
NDB RWY 22
GORDON MUNI (GRN)



MISSED APPROACH: Climb to 5300 then right turn direct GRN NDB and hold.

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) **L**



WAAS CH 86609 W22A	APP CRS 220°	Rwy Idg 5196 TDZE 3562 Apt Elev 3562
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RNAV (GPS) RWY 22
GORDON MUNI (GRN)

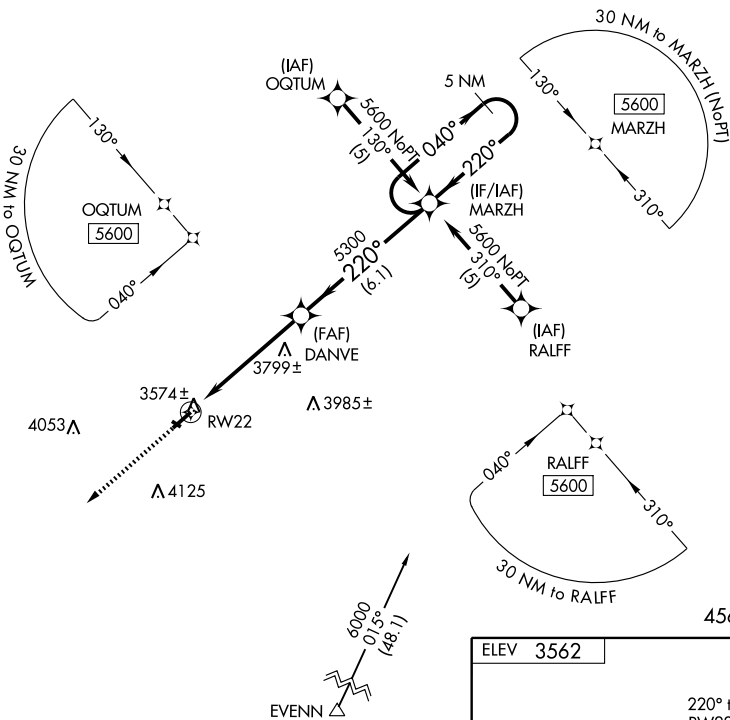
NA DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Pine Ridge, SD altimeter setting, when not received, use Chadron altimeter setting and increase DA 53 feet, all MDA 60 feet and increase all LNAV/VNAV visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 6100 direct EKIVE and hold.



PINE RIDGE, SD ASOS
126.775

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) **L**



NC-2. 22 OCT 2009 to 19 NOV 2009

6100	EKIVE
	

RW22

DANVE

MARZH

5 NM
Holding Pattern

— 5600

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 40}$$

— 5.3 NM —

CATEGORY		A	B	C	D
LPV	DA	3890-1¼	328 (400-1¼)		NA
LNAV/ VNAV	DA	3922-1¼	360 (400-1¼)		NA
LNAV	MDA	4140-1	578 (600-1)		NA
CIRCLING		4140-1	578 (600-1)		NA

ELEV 3562

4569_A

220° to
RW22
TDZE
3562

MIRL Rwy 4-22 and 11-29 **L**

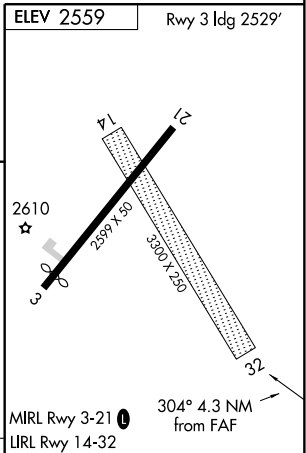
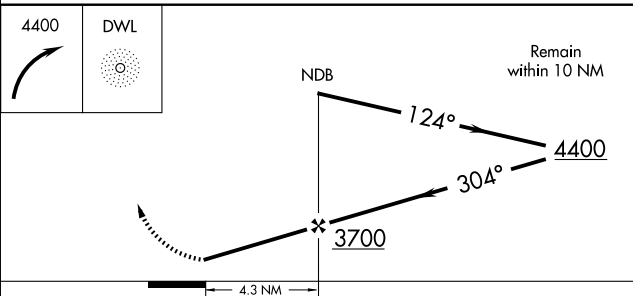
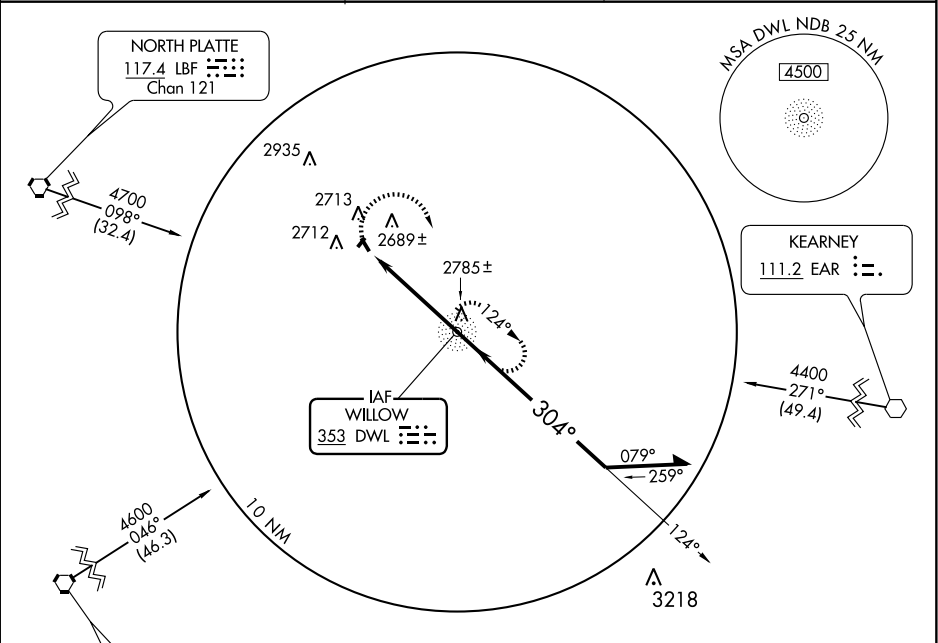
▼

▲ NA

Use Jim Kelly Field altimeter setting; if not received, use North Platte altimeter setting, and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4400 direct DWL NDB and hold.

JIM KELLY FIELD AWOS-3 121.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 4.3 NM					
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:18	2:52	2:09	1:43	1:26

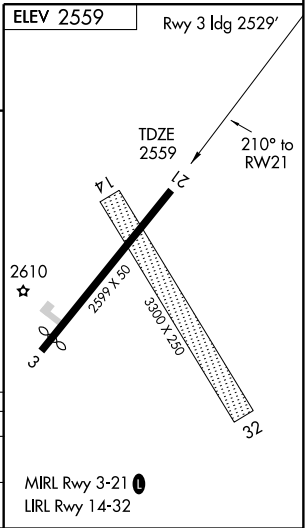
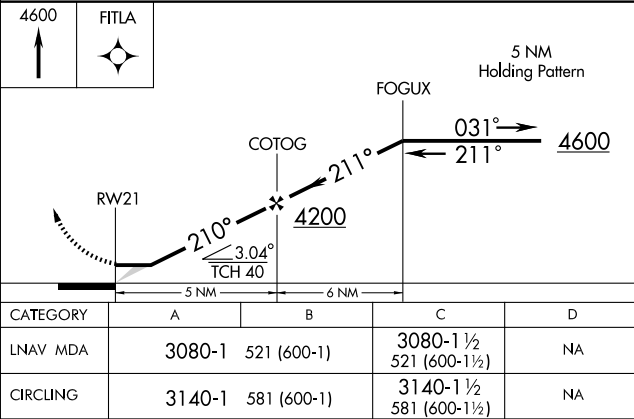
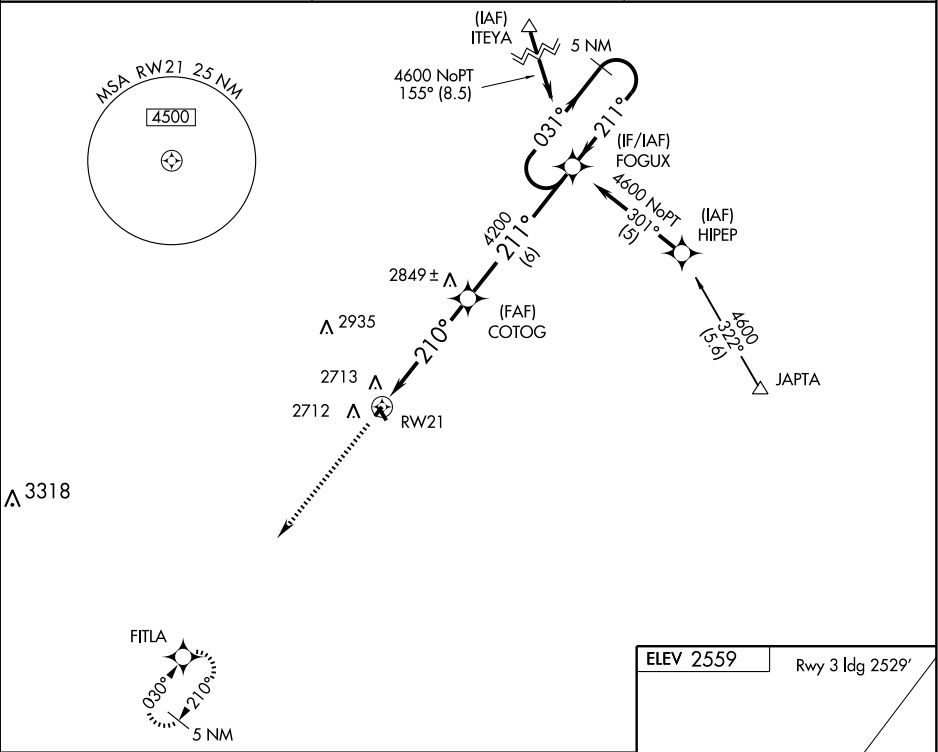
APP CRS	Rwy ldg	2599
210°	TDZE	2559
	Apt Elev	2559

RNAV (GPS) RWY 21

GOTHENBURG/QUINN FIELD (GTE)

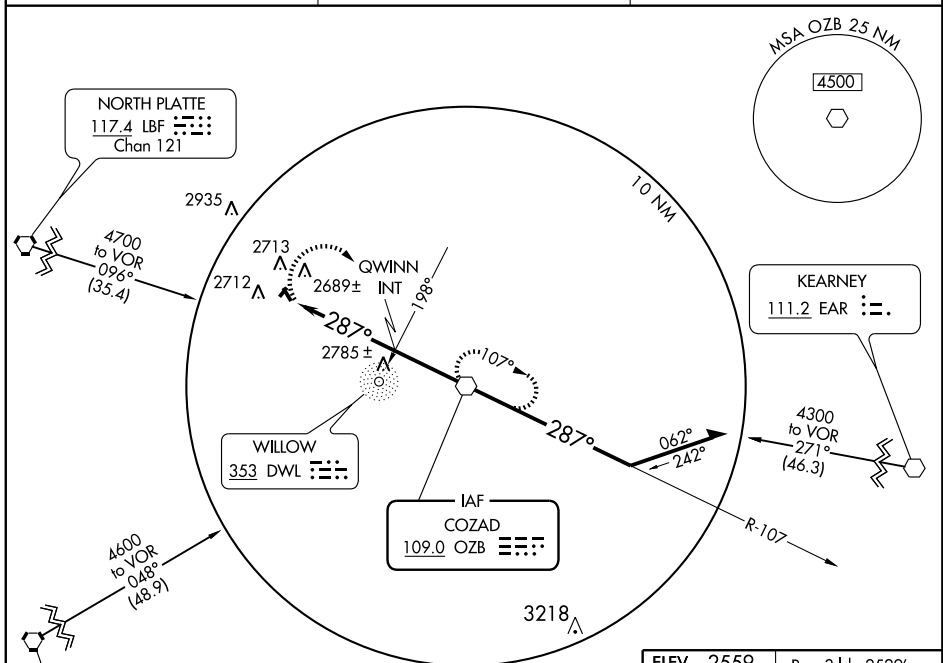
<div> </div> <div> </div>	DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.	MISSED APPROACH: Climb to 4600 direct FITLA and hold.
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JIM KELLY FIELD AWOS-3 121.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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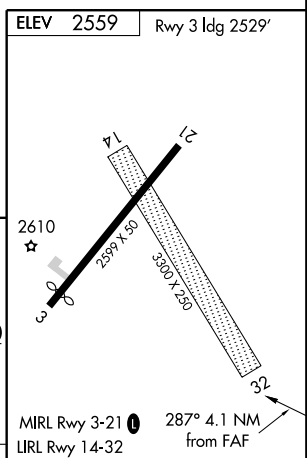
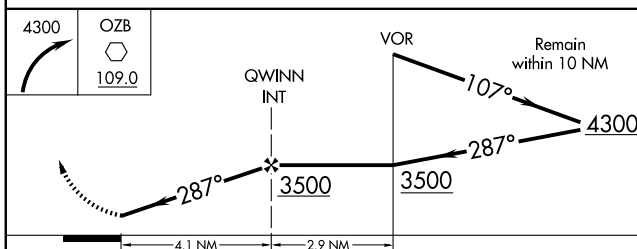
VOR OZB	APP CRS	Rwy Idg	N/A
<u>109.0</u>	287°	TDZE	N/A
		Apt Elev	2559

MISSED APPROACH: Climbing right turn to 4300 direct OZB VOR and hold.

UNICOM
122.8 (CTAF) **L**

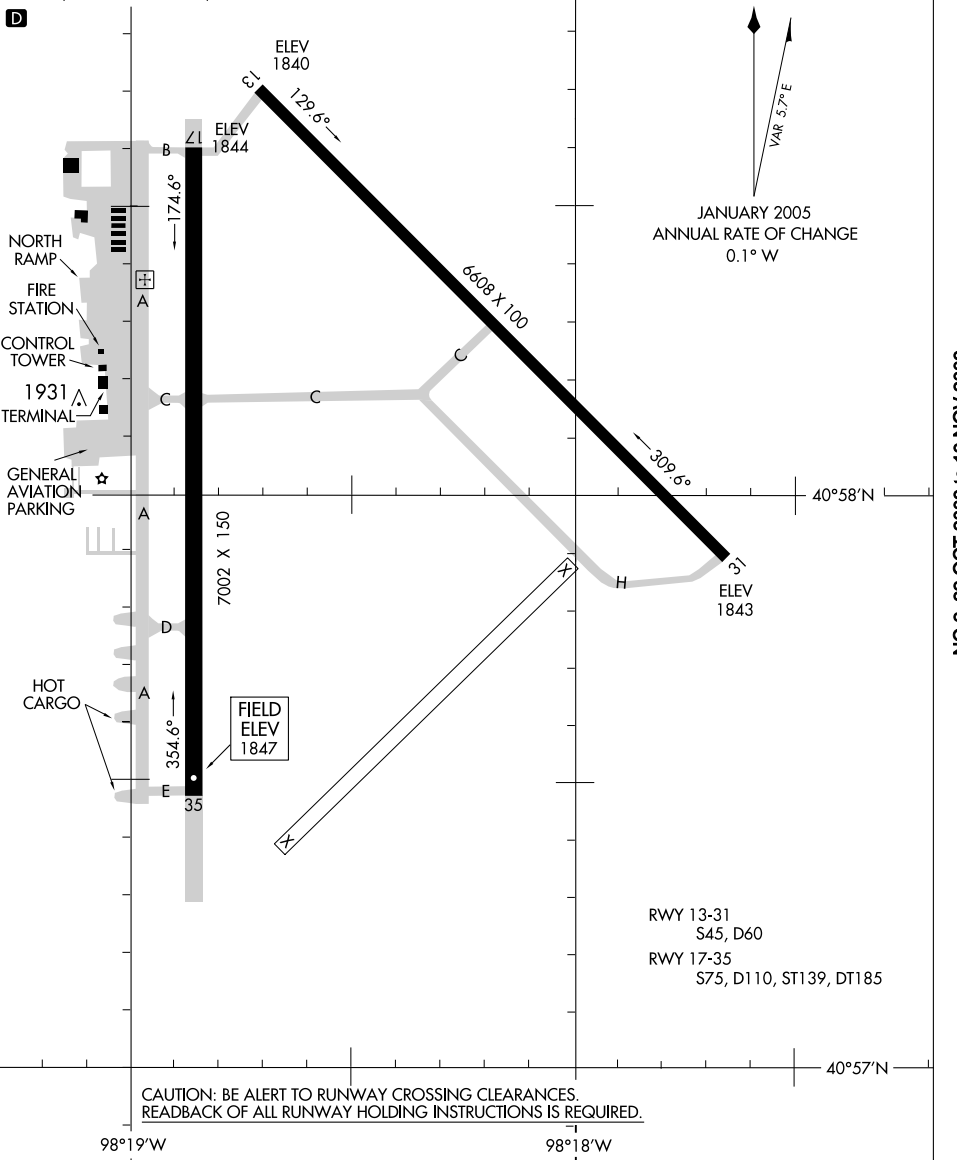
NC-2, 22 OCT 2009 to 19 NOV 2009

ADF REQUIRED



CATEGORY	A	B	C	D	FAF to MAP 4.1 NM					
CIRCLING	3140-1 581 (600-1)		3140-1½ 581 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:06	2:44	2:03	1:38	1:22

ATIS
127.4
GRAND ISLAND TOWER ★
118.2 388.2
GND CON
121.9 388.2
CLNC DEL
121.9
126.05 (When Tower Closed)

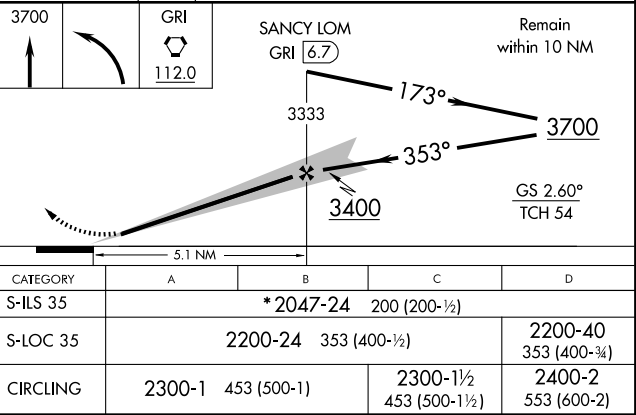
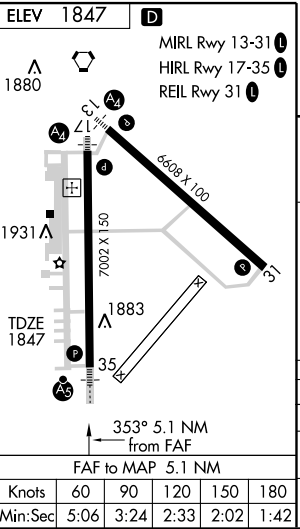
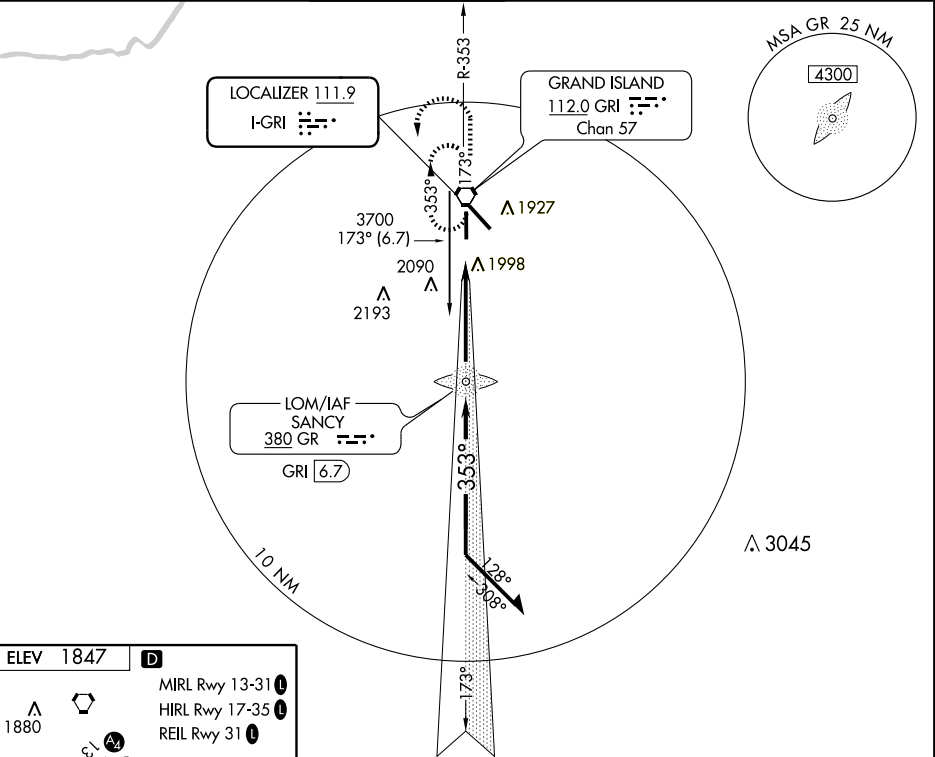


LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	353°	TDZE	1847
		Apt Elev	1847

ILS or LOC RWY 35


GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

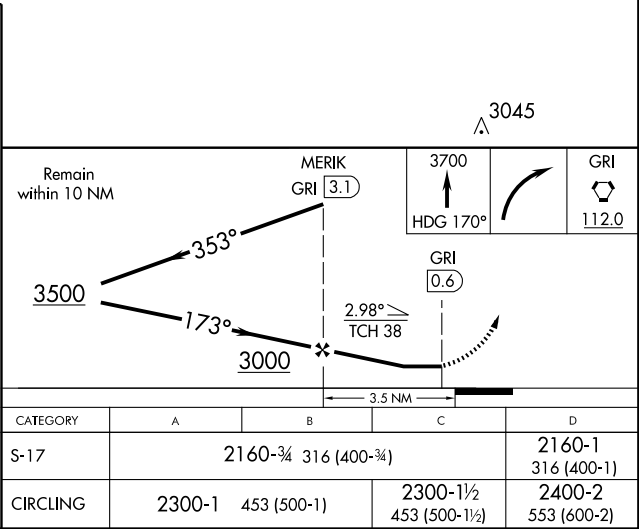
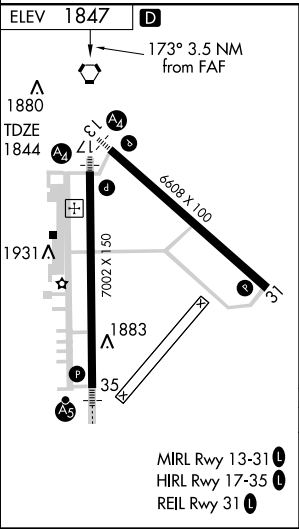
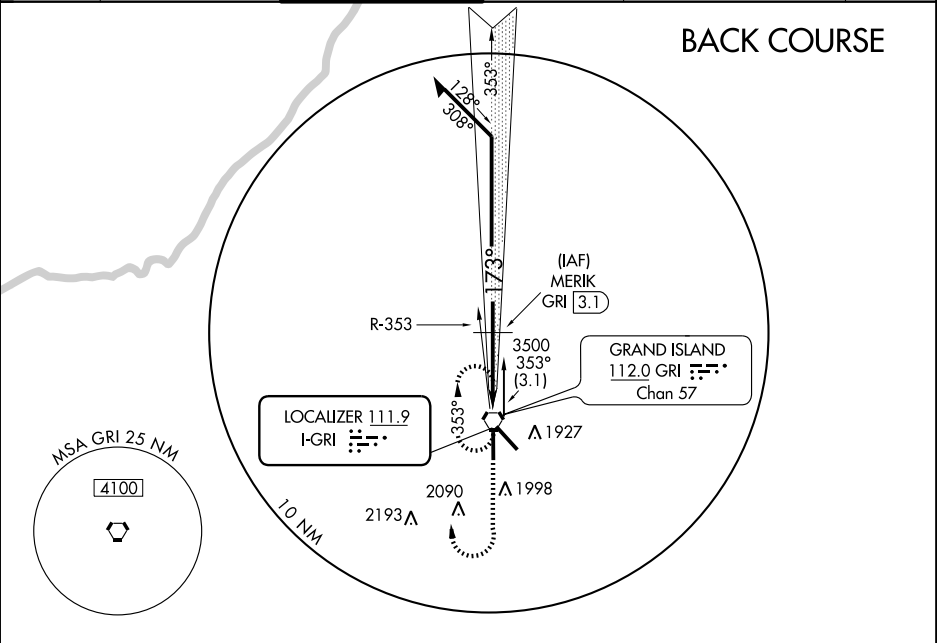
⚠ * RVR 1800 authorized with the use of FD or AP or HUD to DA.		MALSR A5	MISSED APPROACH: Climb to 3700 then left turn direct GRI VORTAC and hold.		
ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER★ 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95



LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	173°	TDZE	1844
		Apt Elev	1847

LOC/DME BC RWY 17
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

Simultaneous reception of I-GRI and GRI DME required. Disregard glide slope indications.		MALS 	MISSED APPROACH: Climb to 3700 heading 170° then right turn direct GRI VORTAC and hold.		
ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER ★ 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95



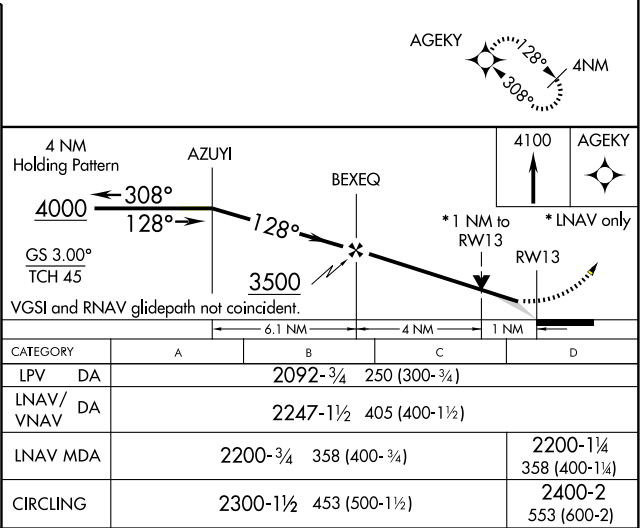
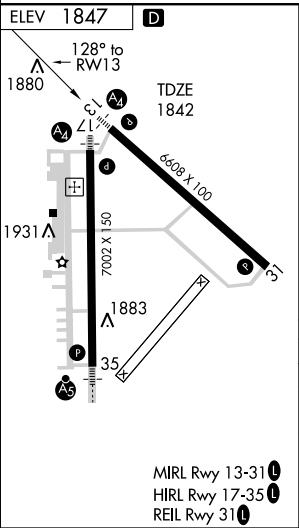
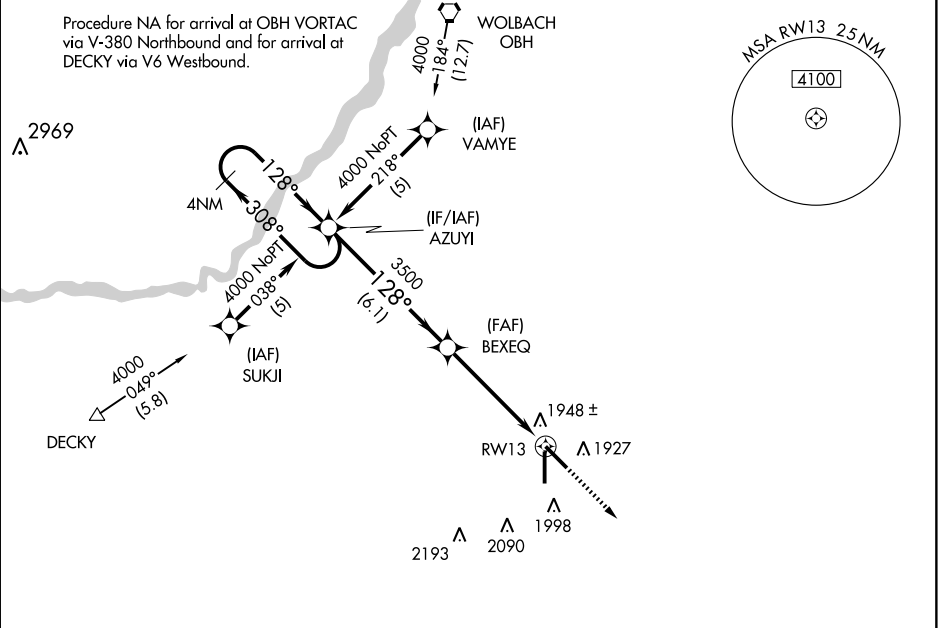
WAAS CH 53399 W13A	APP CRS 128°	Rwy Idg TDZE 1842 Apt Elev 1847
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RNAV (GPS) RWY 13

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

A DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV and LNAV/VNAV.	MALS A2	MISSED APPROACH: Climb to 4100 direct AGEKY and hold.
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ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER* 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 126.05 (when tower closed)	UNICOM 122.95
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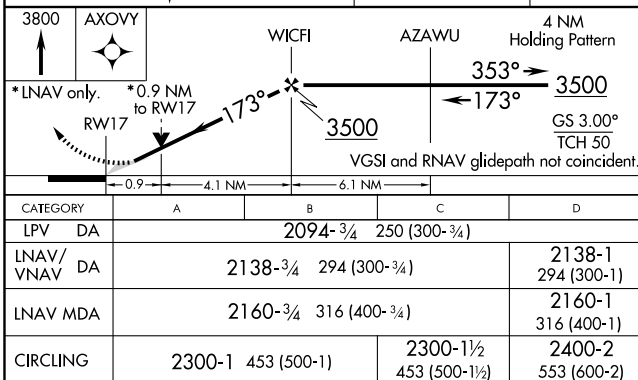
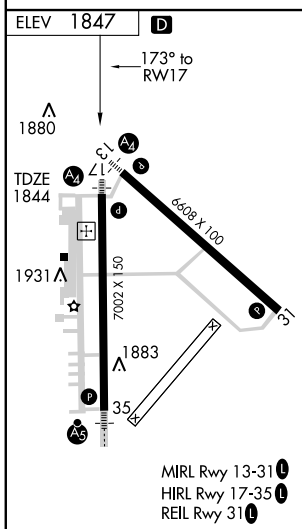
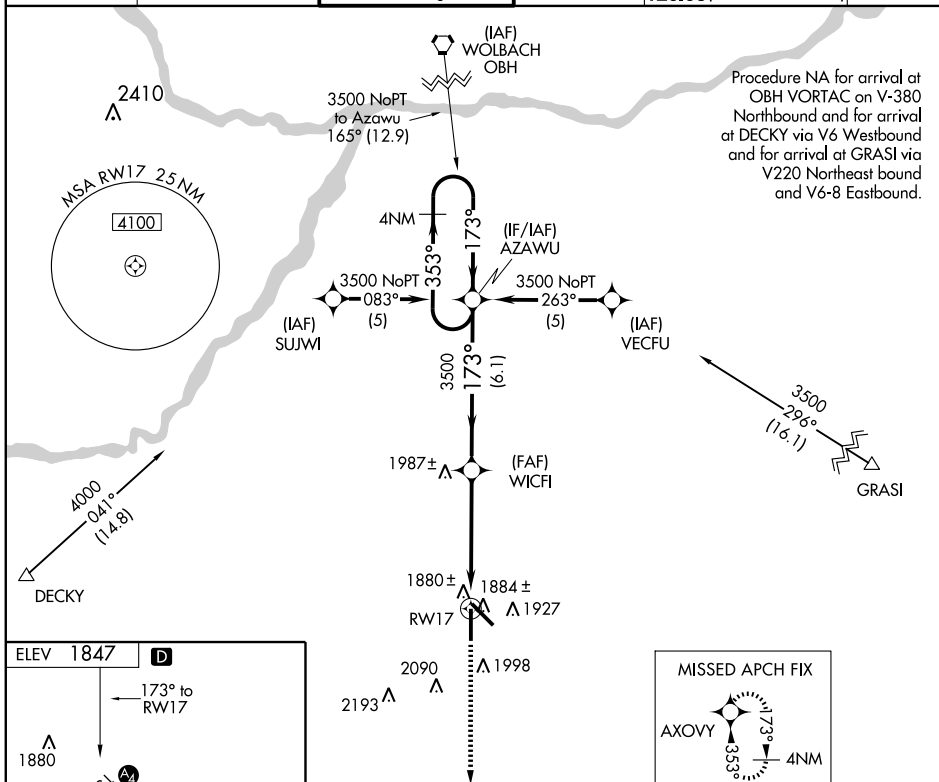
MIRL Rwy 13-31 **L**
HIRL Rwy 17-35 **L**
REIL Rwy 31 **L**

WAAS CH 60999 W17A	APP CRS 173°	Rwy Idg 7002 TDZE 1844 Apt Elev 1847
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RNAV (GPS) RWY 17

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

A	DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV.				MALS 	MISSED APPROACH: Climb to 3800 direct AXOVY and hold.
	ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER* 118.2 (CTAF) 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95

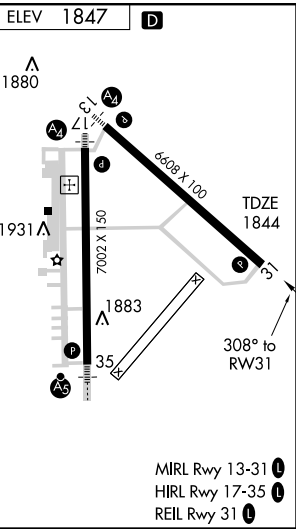
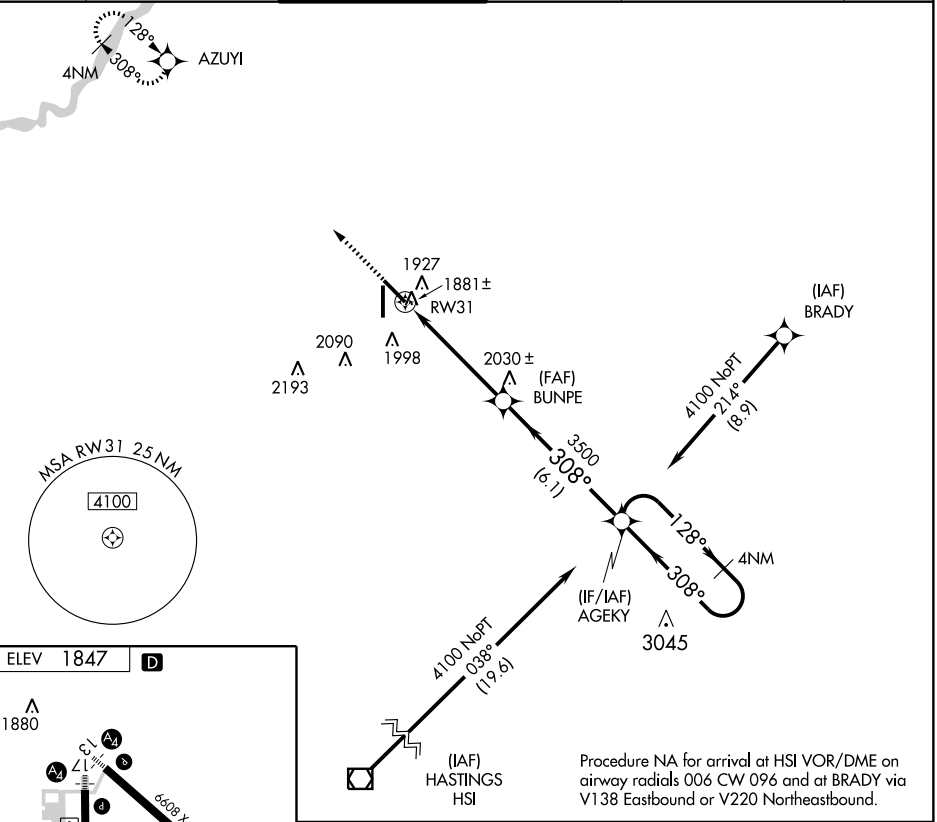


APP CRS	Rwy Idg	6608
308°	TDZE	1844
	Apt Elev	1847

RNAV (GPS) RWY 31

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

▲ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet. VDP NA when using Aurora altimeter setting.				MISSED APPROACH: Climb to 4000 direct AZUYI and hold.	
ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER ★ 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95



4000 ↑		AZUYI ✦		AGEKY 4 NM Holding Pattern					
RW31 0.9 NM to RW31		BUNPE ✕		4100 128° → ← 308°					
0.9		4.1 NM		6.1 NM					
CATEGORY		A		B		C		D	
LNAV MDA		2180-1		336 (400-1)					
CIRCLING		2300-1 453 (500-1)		2300-1½ 453 (500-1½)		2400-2 553 (600-2)			

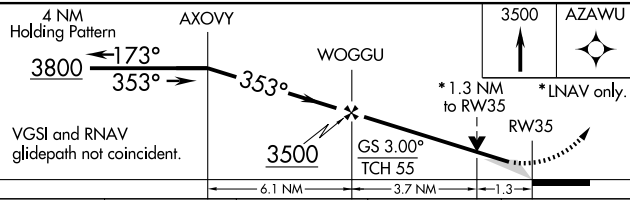
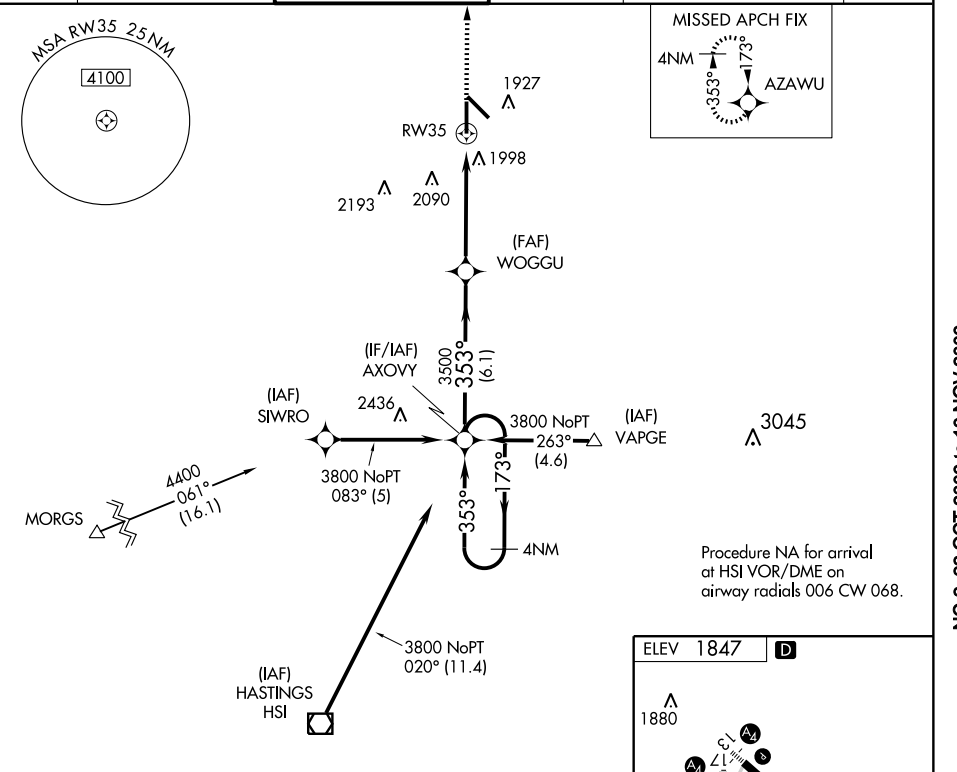
WAAS CH 86799 W35A	APP CRS 353°	Rwy Idg 7002 TDZE 1847 Apt Elev 1847	
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A DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats.

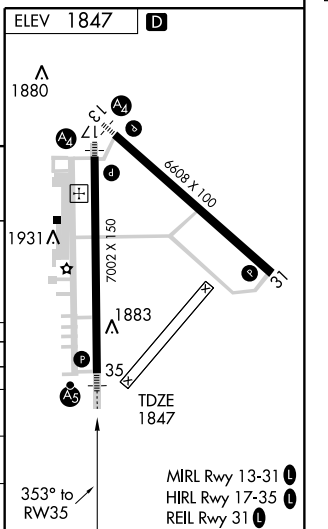
MALSR

MISSED APPROACH:
Climb to 3500 direct
AZAWU and hold.

ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER★ 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	2097/24		250 (300-½)	
LNAV/VNAV DA	2283/50		436 (500-1)	
LNAV MDA	2260/24 413 (500-½)		2260/40 413 (500-¾)	
			2260/50 413 (500-1)	
CIRCLING	2300-1½ 453 (500-1½)		2400-2 553 (600-2)	



VORTAC GRI 112.0 Chan 57	APP CRS 313°	Rwy Idg 6608 TDZE 1844 Apt Elev 1847
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VOR/DME RWY 31

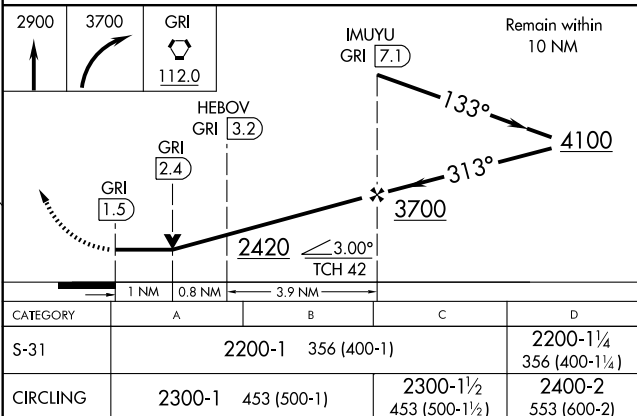
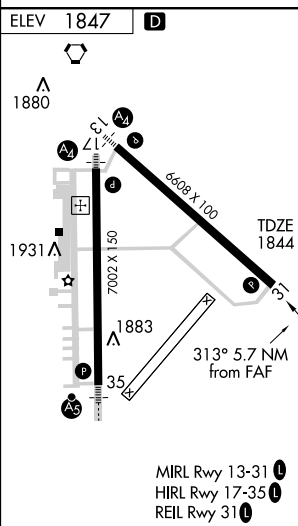
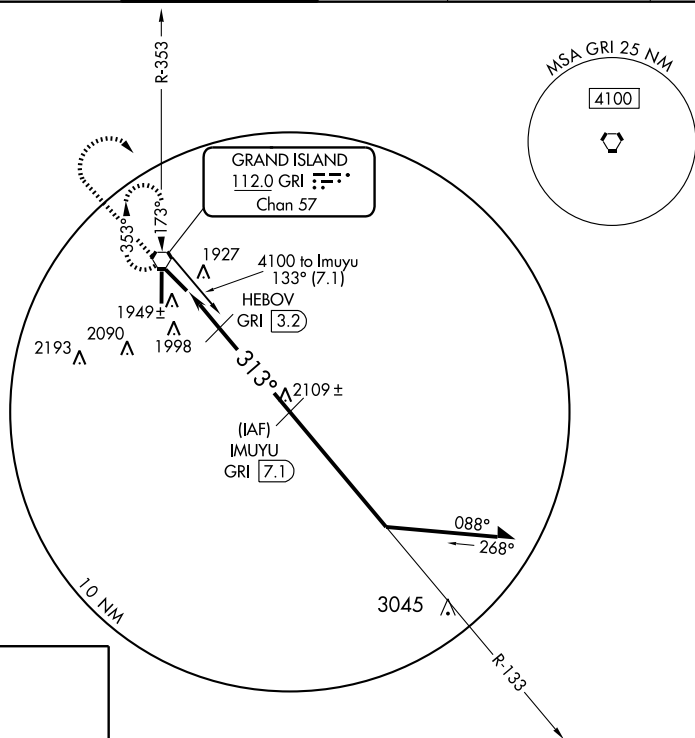
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

T If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet.

A VDP NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 2900 then climbing right turn to 3700 direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 0 388.2	121.9 388.2	121.9 (when tower closed)	122.95

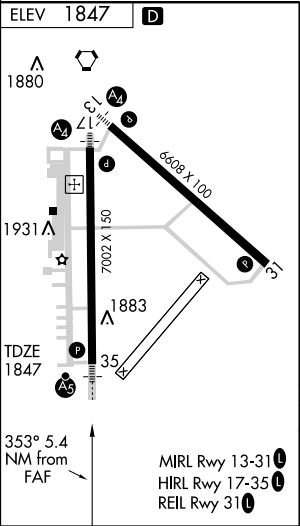
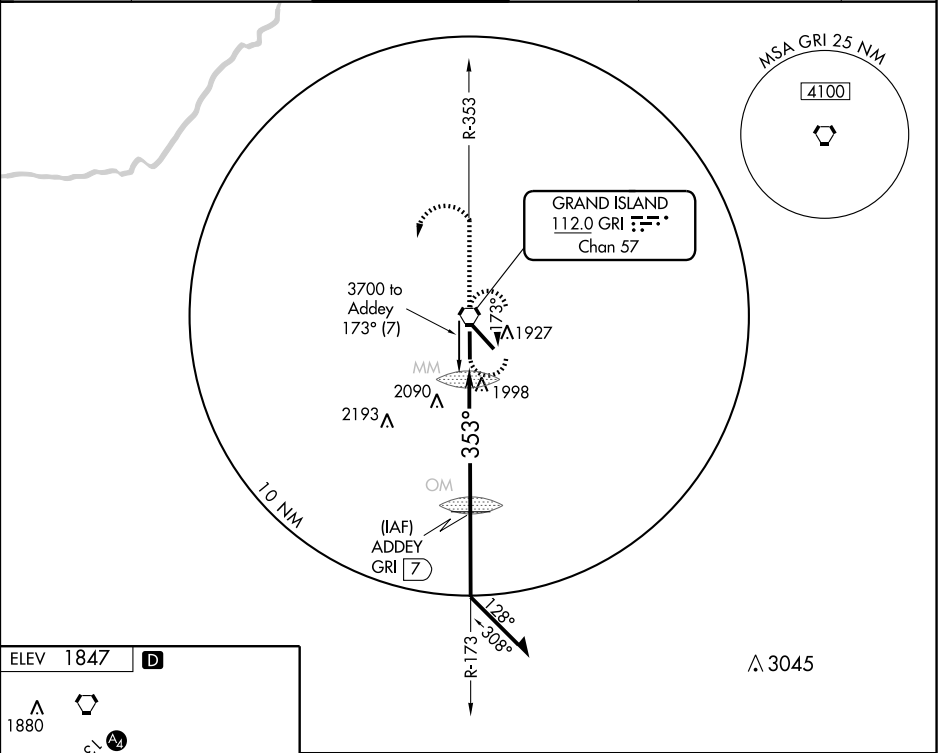


VORTAC GRI	APP CRS	Rwy Idg	7002
112.0	353°	TDZE	1847
Chan 57		Apt Elev	1847

VOR/DME RWY 35

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

		MALSR	MISSED APPROACH: Climb to 2900, then climbing left turn to 3600 direct GRI VORTAC and hold.		
ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 0388.2	121.9 388.2	126.05 (when tower closed)	122.95



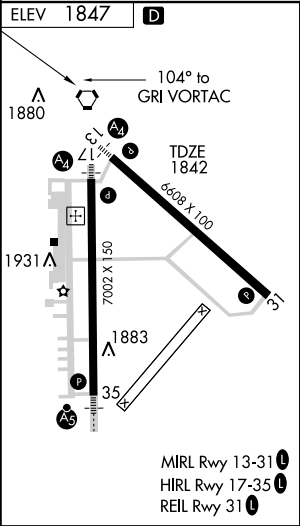
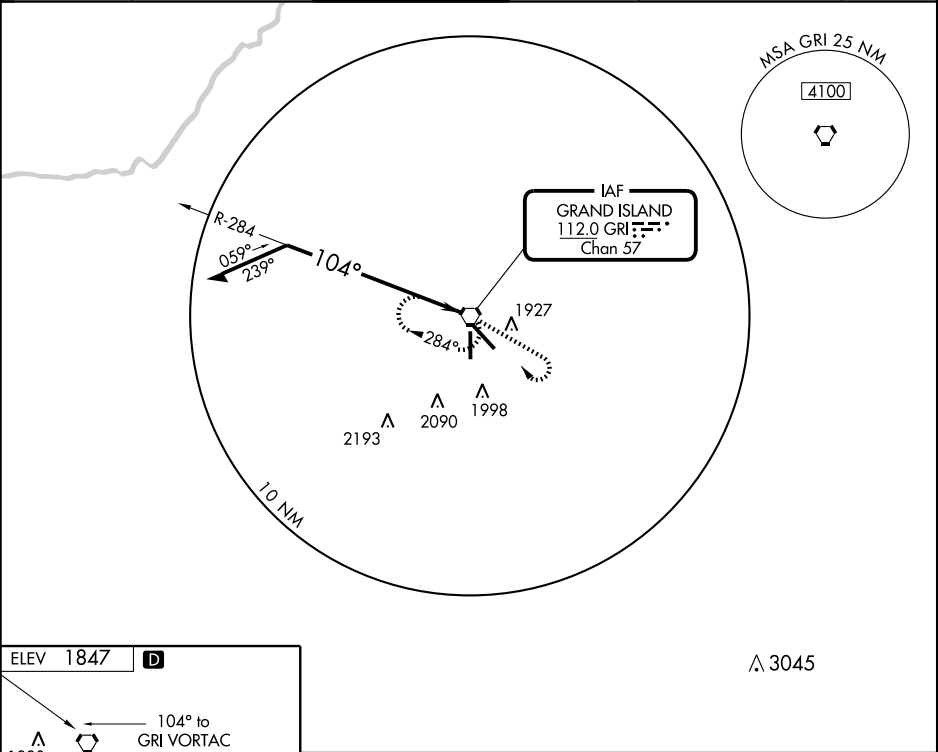
2900		3600	GRI	ADDEY		Remain within 10 NM	
			112.0	GRI (7)			
			2.7				
			1.6				
			1.2				
			4.2 NM				
			2.96°				
			TCH 45				
			173°				
			353°				
			3600				
			3700				
CATEGORY	A		B	C		D	
S-35	2260-1/2 413 (500-1/2)			2260-3/4 413 (500-3/4)		2260-1 413 (500-1)	
CIRCLING	2300-1 453 (500-1)			2300-1 1/2 453 (500-1 1/2)		2400-2 553 (600-2)	

VOR RWY 13

VORTAC GRI	APP CRS	Rwy Idg	6608
112.0	104°	TDZE	1842
Chan 57		Apt Elev	1847

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

Inoperative table does not apply to S-13 Cat C.		MALS A4 -E-	MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.		
ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER★ 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 126.05 (when tower closed)	UNICOM 122.95



Remain within 10 NM		3600 		GRI 112.0
VORTAC		284°	104°	
CATEGORY	A	B	C	D
S-13	2300-3/4 458 (500-3/4)		2300-1 1/4 458 (500-1 1/4)	2300-1 1/2 458 (500-1 1/2)
CIRCLING	2300-1 453 (500-1)		2300-1 1/2 453 (500-1 1/2)	2400-2 553 (600-2)

VORTAC GRI 112.0 Chan 57	APP CRS 173°	Rwy Idg 7002 TDZE 1844 Apt Elev 1847
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VOR RWY 17

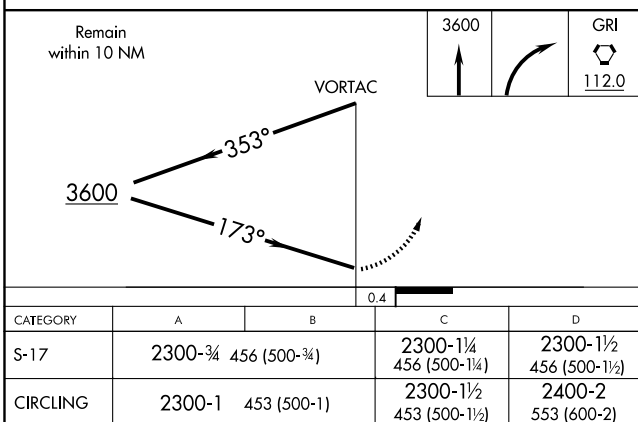
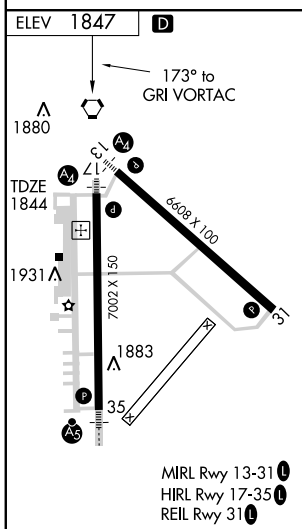
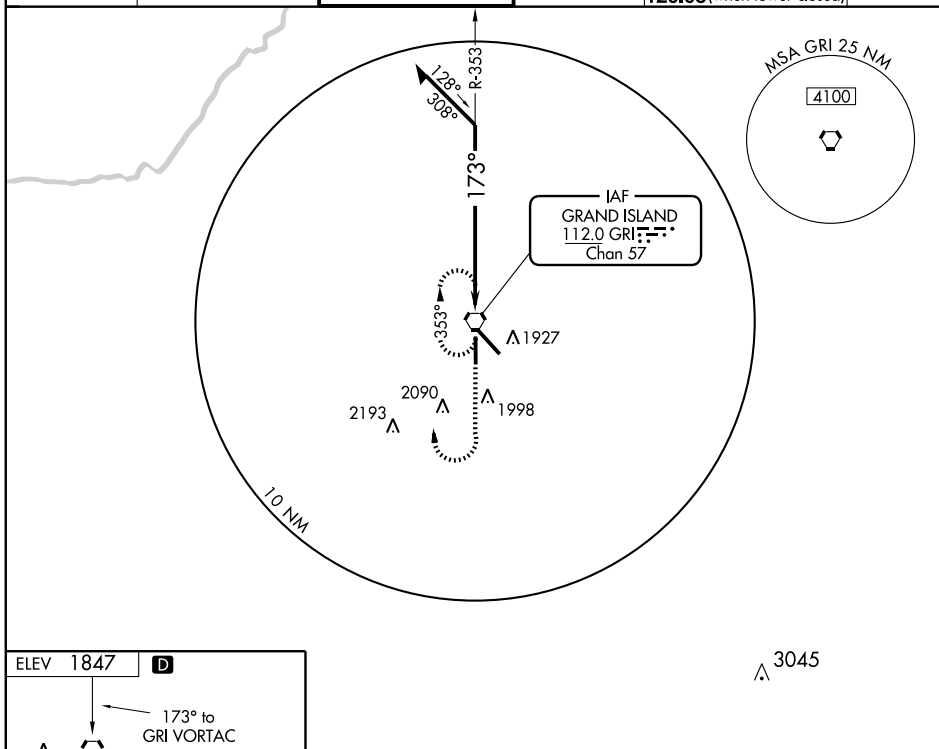
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

Inoperative table does not apply to S-17 Cat C.

MALS

MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

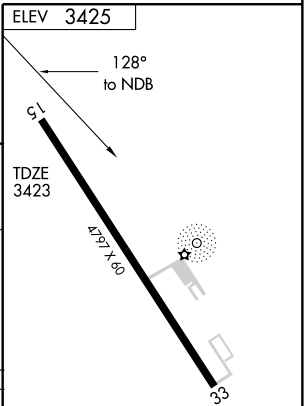
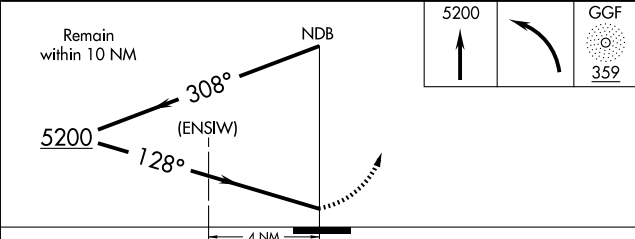
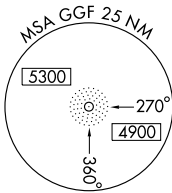
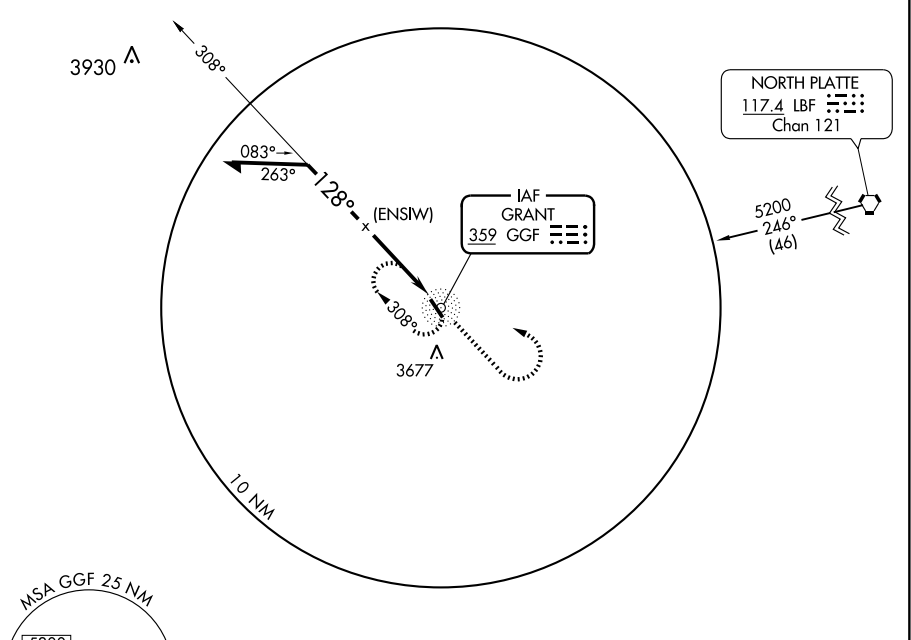
ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 0 388.2	121.9 388.2	121.9 (when tower closed)	122.95



NDB GGF 359	APP CRS 128°	Rwy Idg TDZE Apt Elev	4797 3423 3425
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NDB RWY 15
GRANT MUNI (GGF)

▼ ▲ NA	When local altimeter not received, use Ogallala altimeter setting.	MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.
DENVER CENTER 132.7 397.85		UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D	MIRL Rwy 15-33 0					
S-15	4000-1	577 (600-1)		NA	OGALLALA ALTIMETER SETTING MINIMUMS					
CIRCLING	4000-1	575 (600-1)		NA						
S-15	4060-1	637 (700-1)		NA	Knots	60	90	120	150	180
CIRCLING	4060-1	635 (700-1)		NA	Min:Sec					

NDB RWY 33
GRANT MUNI (GGF)

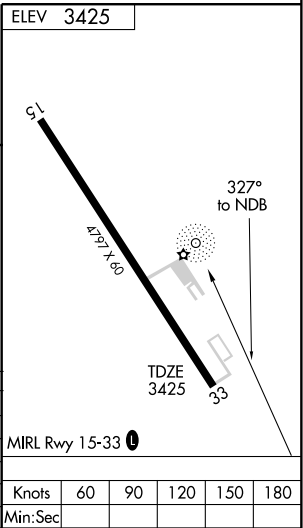
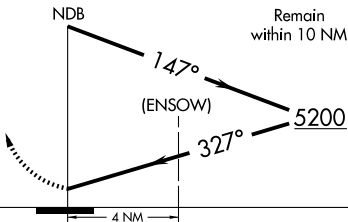
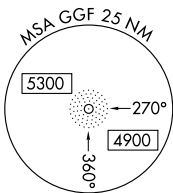
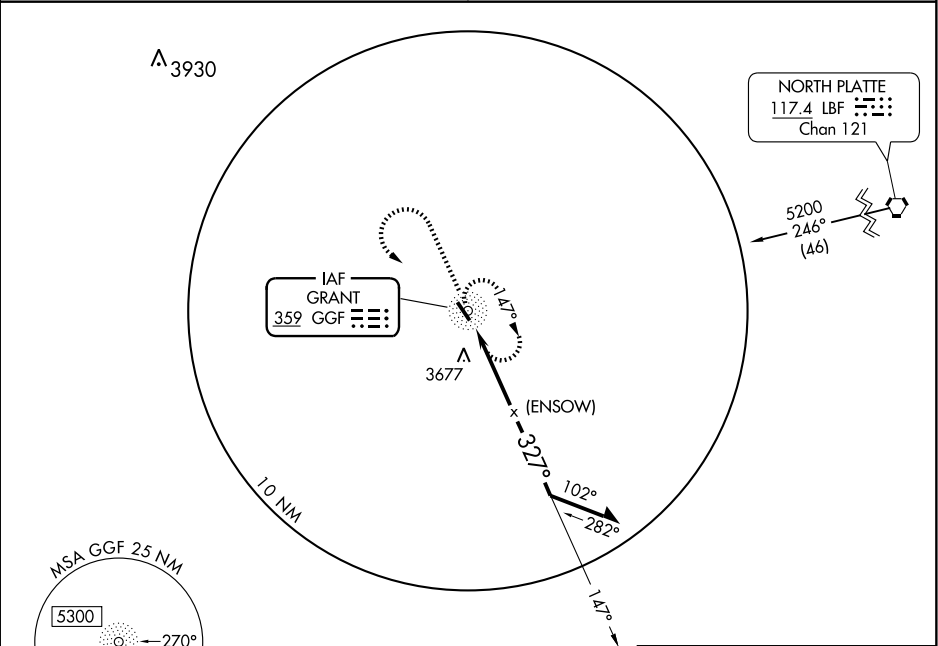
NDB GGF	APP CRS	Rwy Idg	4797
359	327°	TDZE	3425
		Apt Elev	3425

When local altimeter not received, use Ogallala altimeter setting.

MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.


DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF)




WAAS CH 81908 W15A	APP CRS 137°	Rwy Idg 4797 TDZE 3423 Apt Elev 3425
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RNAV (GPS) RWY 15
GRANT MUNI (GGF)

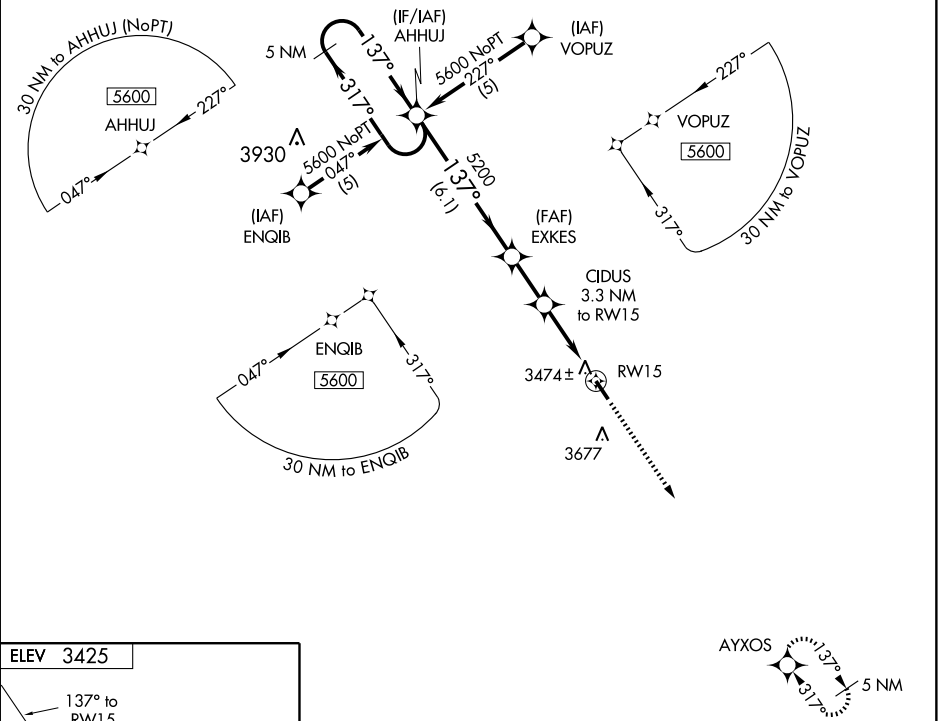


For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Ogallala altimeter setting.

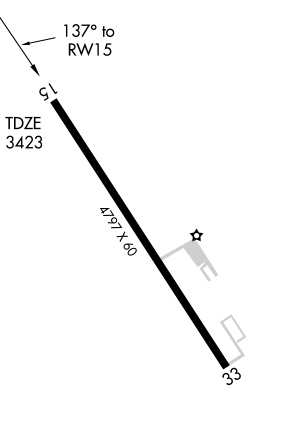


MISSED APPROACH:
Climb to 5600 direct
AYXOS and hold.

DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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ELEV 3425



TDZE 3423

MRL Rwy 15-33 0

5 NM Holding Pattern		AHHUJ	EXKES	CIDUS 3.3 NM to RW15	*LNAV only	5600 ↑	AYXOS ✦
5600 ← 317° 137° →		137°	5200	*4520	*0.9 NM to RW15	RW15	
GS 3.00° TCH 40		6.1 NM	2.1 NM	2.4 NM	0.9 NM		
CATEGORY	A	B	C	D			
LPV DA	3673-1	250 (300-1)	NA				
LNAV/ VNAV DA	3833-1½	410 (500-1½)	NA				
LNAV MDA	3740-1	317 (400-1)	NA				
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)	NA				

WAAS CH 62908 W33A	APP CRS 317°	Rwy Idg 4797 TDZE 3425 Apt Elev 3425
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RNAV (GPS) RWY 33



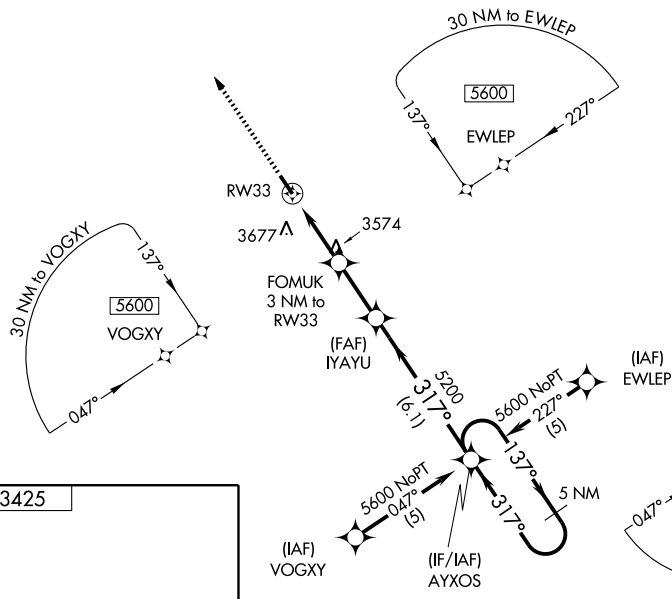
ANA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Ogallala altimeter setting.

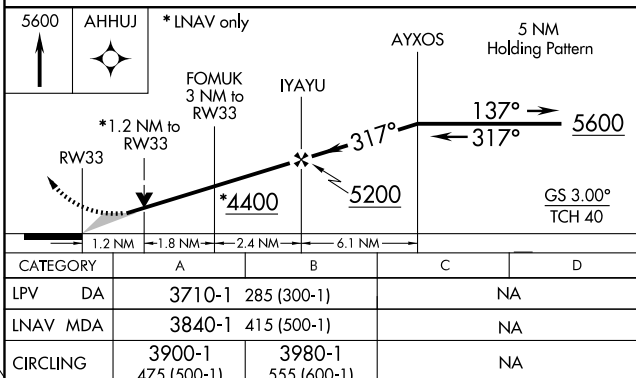
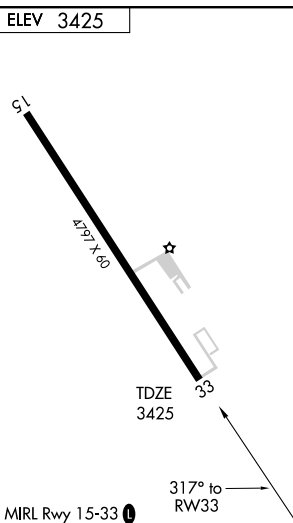
MISSED APPROACH: Climb to 5600
direct AHUJ and hold.

DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) **L**

4057 Δ



NC-2. 22 OCT 2009 to 19 NOV 2009



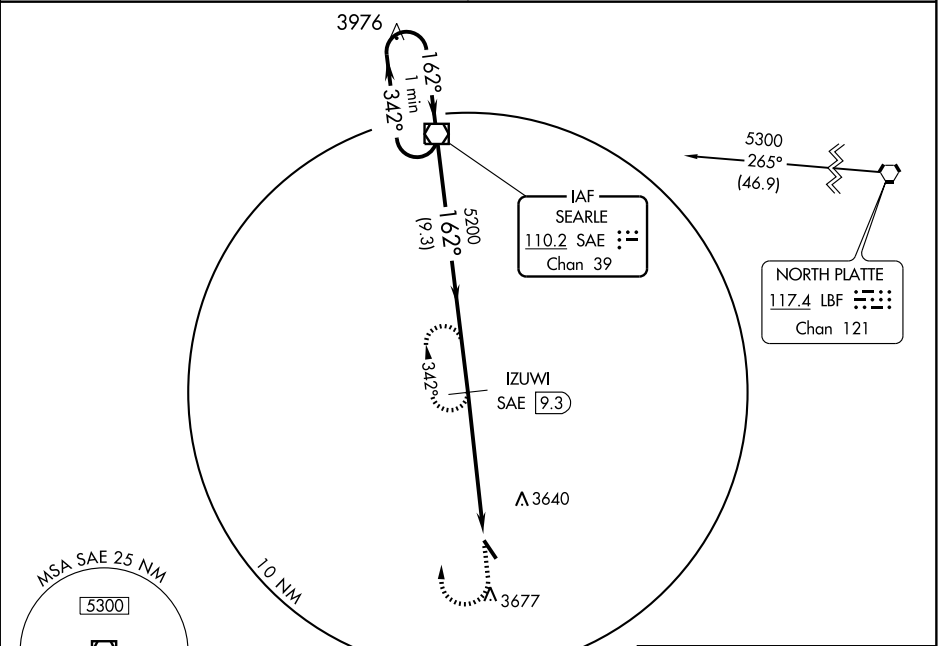
VOR/DME SAE	APP CRS	Rwy Idg	4797
110.2	162°	TDZE	3423
Chan 39		Apt Elev	3425

VOR/DME RWY 15
GRANT MUNI (GGF)

▼ When local altimeter not received, use
▲ NA Ogallala altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing
right turn to 5200 via R-162 to IZUWI and hold.

DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern

VOR/DME

5300 ← 342° / 162° →

IZUWI SAE 9.3

5200

3.07° TCH 40

9.3 NM

5.4 NM

4000

5200

IZUWI SAE 9.3

SAE 14.7

R-162

CATEGORY	A	B	C	D
S-15	3940-1	517 (600-1)	NA	
CIRCLING	3940-1 515 (600-1)	3980-1 555 (600-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1 575 (600-1)	4040-1 615 (700-1)	NA	

ELEV 3425

162° 5.4 NM from FAF

TDZE 3423

4797 X 60

33

MIRL Rwy 15-33 **0**

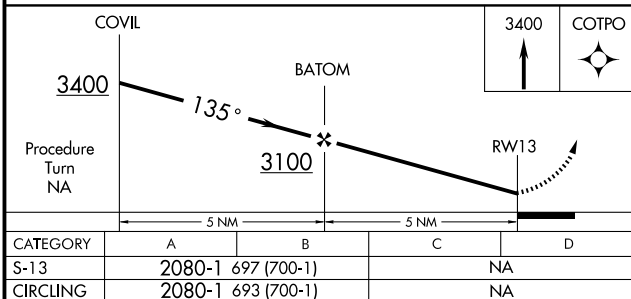
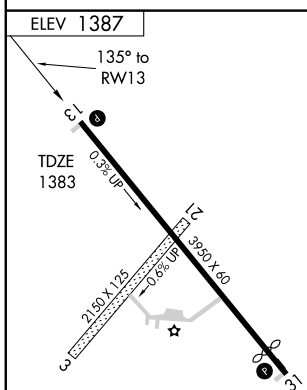
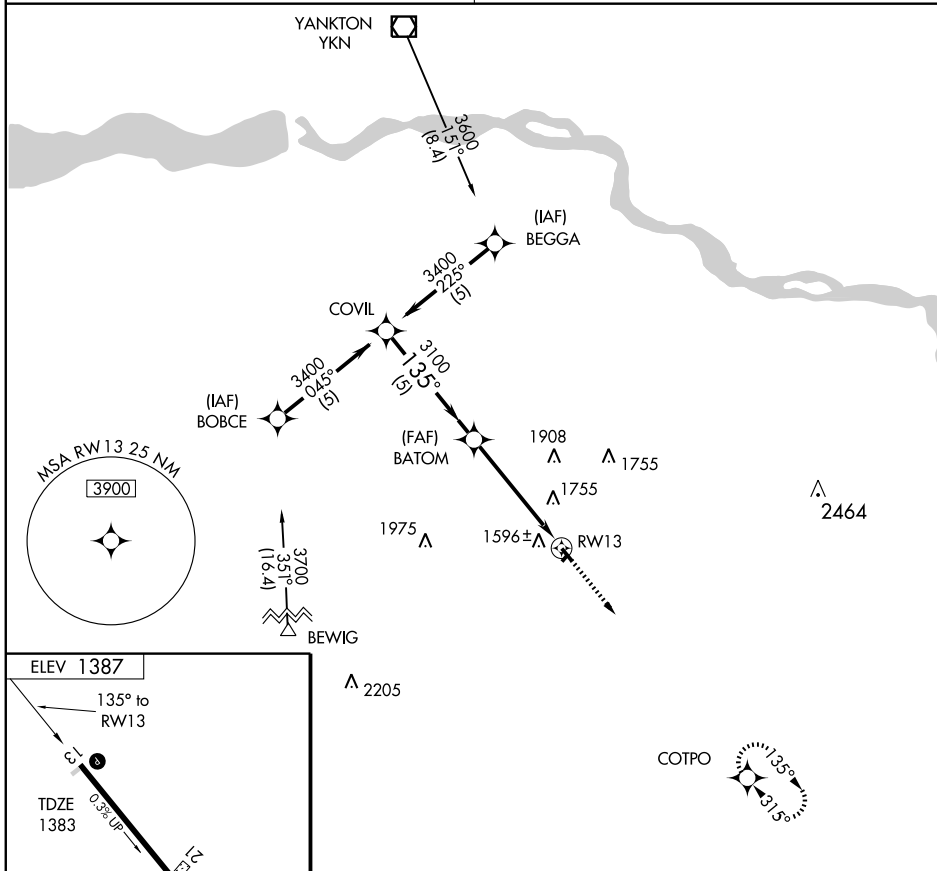
APP CRS 135°	Rwy Idg TDZE Apt Elev	3950 1383 1387
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GPS RWY 13
HARTINGTON MUNI (ØB4)

A NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

MISSED APPROACH: Climb to 3400 direct COTPO WP and hold.

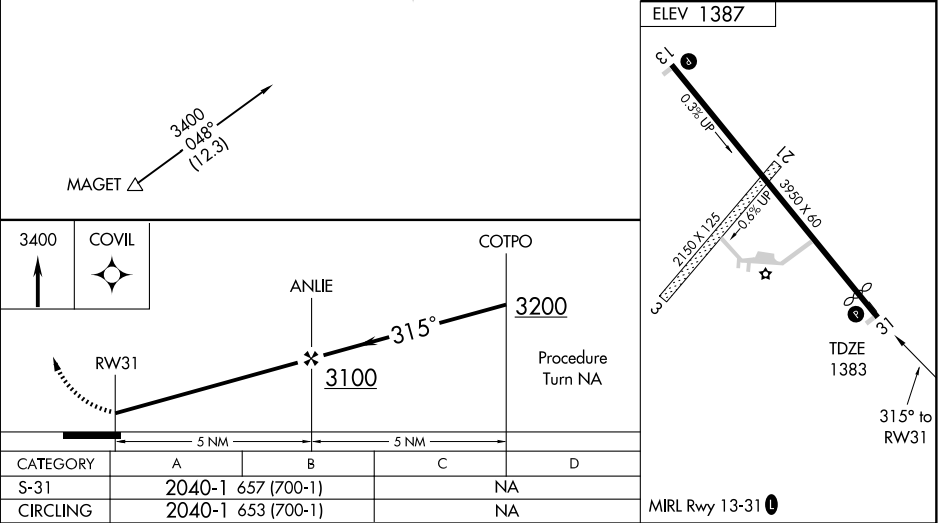
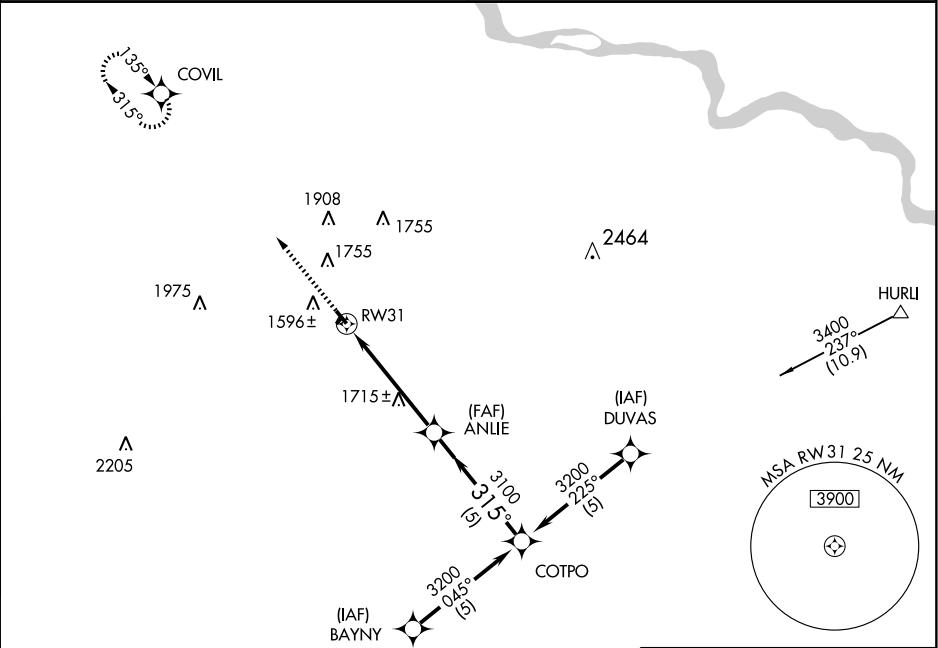
MINNEAPOLIS CENTER
124.1 269.0

CTAF
122.9 L

GPS RWY 31
HARTINGTON MUNI (ØB4)

APP CRS	Rwy Idg	3550
315°	TDZE	1383
	Apt Elev	1387

▲ NA Use Chan Gurney Muni, Yankton, SD altimeter setting.	MISSED APPROACH: Climb to 3400 direct COVIL WP and hold.
MINNEAPOLIS CENTER 124.1 269.0	CTAF 122.9 0



VOR/DME YKN 111.4 Chan 51	APP CRS 336°	Rwy Idg 3550 TDZE 1383 Apt Elev 1383
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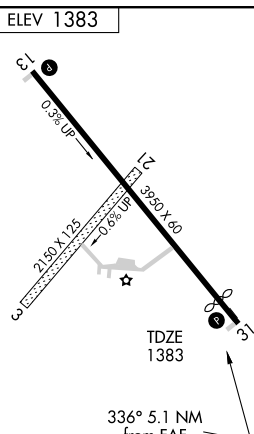
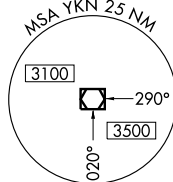
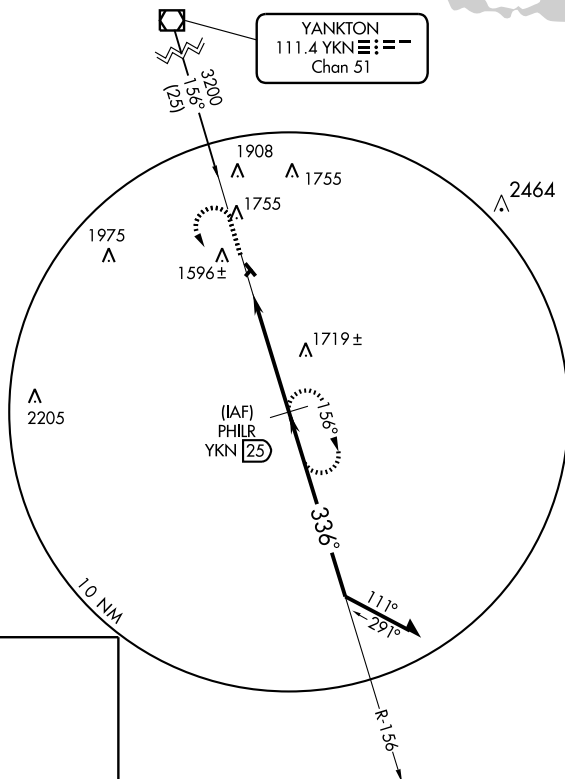
VOR/DME RWY 31
HARTINGTON MUNI (ØB4)

A NA Use Yankton altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn via YKN R-156 to PHILR and hold.

MINNEAPOLIS CENTER
124.1 269.0

CTAF
122.9 **L**

MIRL Rwy 13-31 **L**

CATEGORY	A	B	C	D
S-31	2040-1	657 (700-1)		NA
CIRCLING	2040-1	657 (700-1)		NA

HSI VOR/DME 108.8 Chan 25	APP CRS 353°	Rwy Idg TDZE Apt Elev	3745 1807 1813
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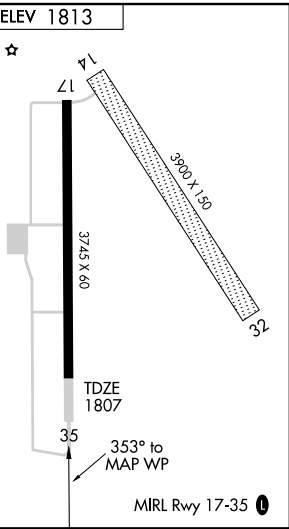
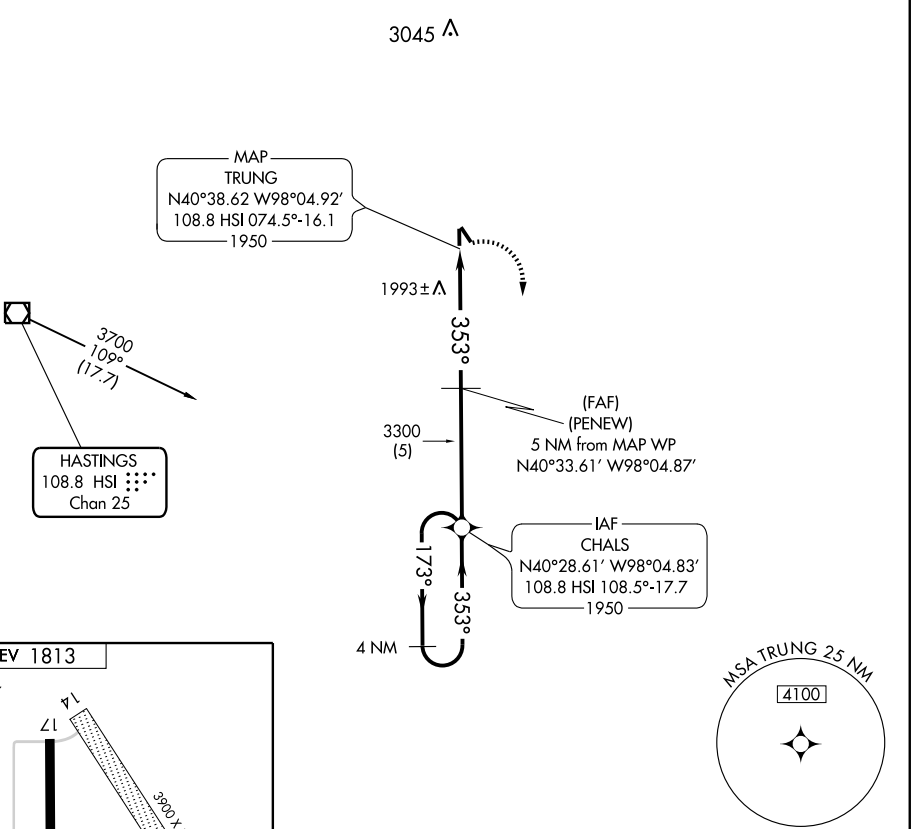
VOR/DME RNAV or GPS RWY 35
HARVARD STATE (Ø8K)

NA Use Aurora altimeter setting; if not received, use Grand Island altimeter setting and increase all MDA's 20 feet.	MISSED APPROACH: Climbing right turn to 3500 direct CHALS WP and hold.
--	---

AURORA AWOS-3
121.225

MINNEAPOLIS CENTER
119.4 278.8

CTAF
122.9 0



<div><div>3500</div><div>CHALS</div><div>(PENEW) 5 NM from MAP WP</div><div>CHALS</div><div>4 NM Holding Pattern</div></div>				
<div><div>TRUNG MAP WP</div><div>3300</div><div>5 NM</div><div>5 NM</div><div>173°</div><div>353°</div><div>3500</div></div>				
CATEGORY	A	B	C	D
S-35	2280-1	473 (500-1)	NA	
CIRCLING	2280-1	467 (500-1)	NA	

WAAS CH 65612 W14A	APP CRS 143°	Rwy Idg 6451 TDZE 1961 Apt Elev 1961
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RNAV (GPS) RWY 14

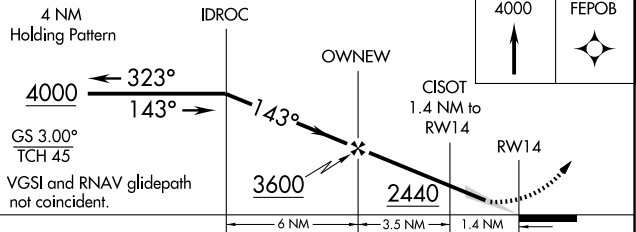
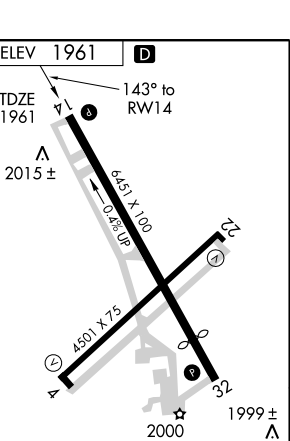
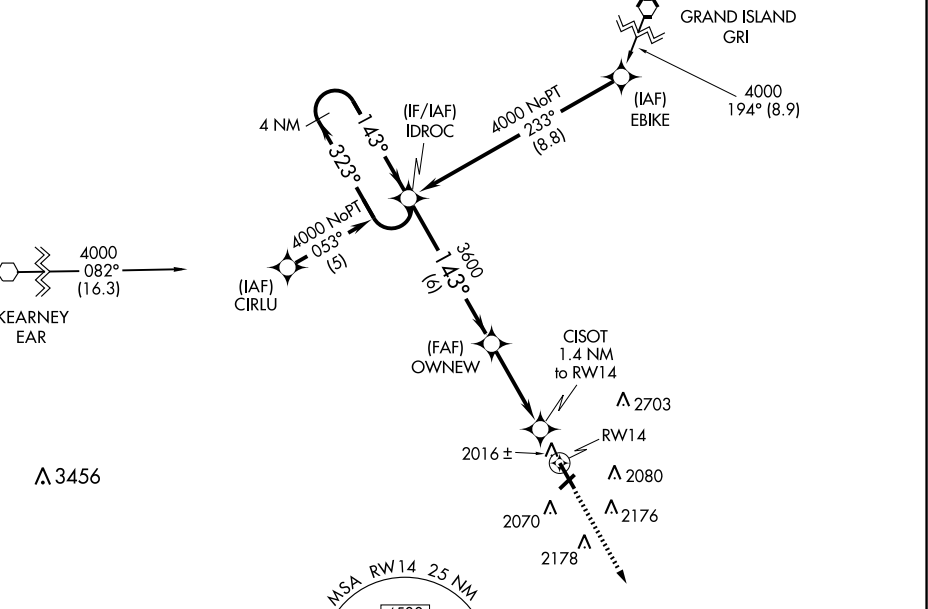
HASTINGS MUNI (HST)

⚠ If local altimeter setting not received use Grand Island altimeter setting and increase all DA/MDA's 80 feet. Baro-VNAV NA when using Grand Island altimeter setting. Circling Rwy 22 NA at night. Baro-VNAV NA below -18°C (0°F). DME/DME RNP -0.3 NA.

⚠

MISSED APPROACH: Climb to 4000 direct FEPOB and hold.

ASOS 120.525	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF) 0
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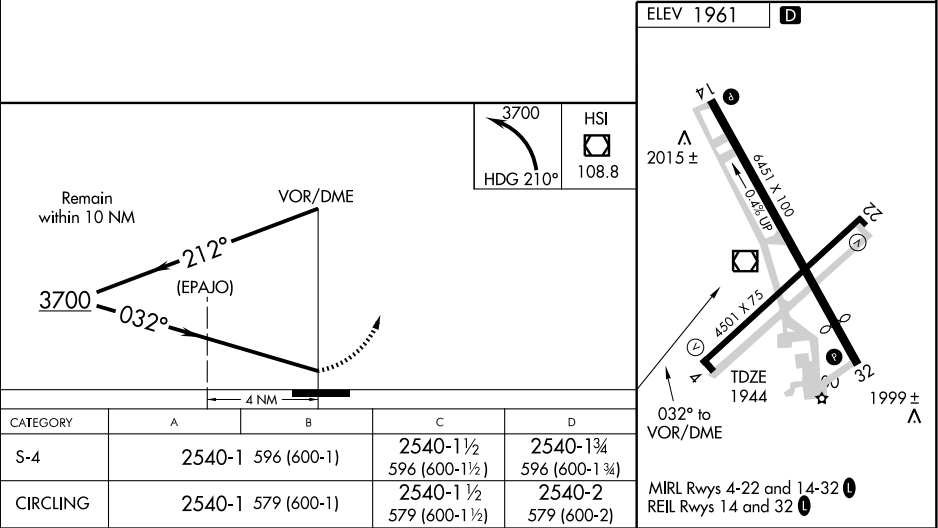
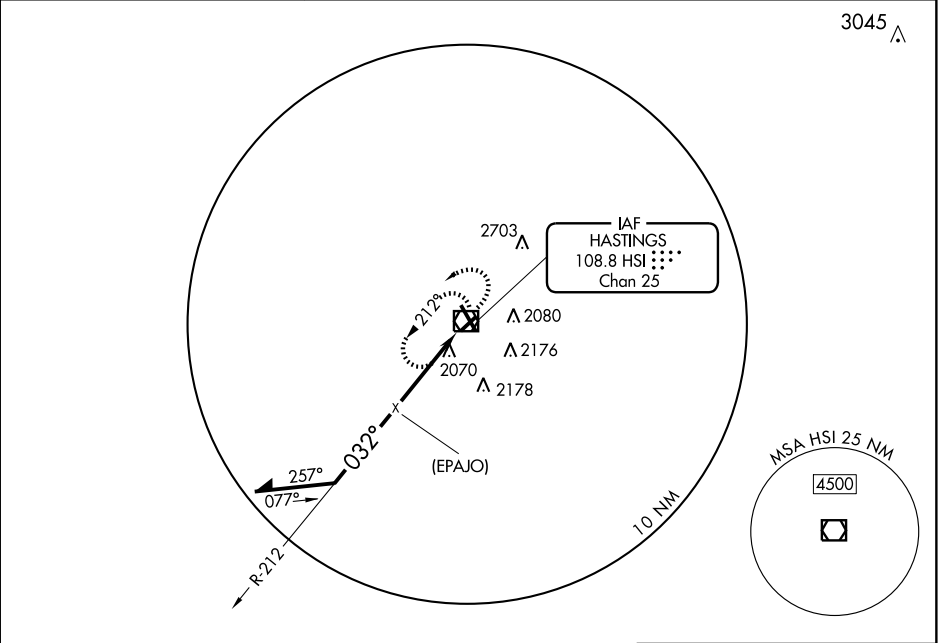
CATEGORY	A	B	C	D
LPV DA		2220-1	259 (300-1)	
LNAV/ VNAV DA		2280-1	319 (400-1)	
LNAV MDA		2280-1	319 (400-1)	
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwy 4-22 and 14-32 0
REIL Rwy 14 and 32 0

VOR/DME HSI 108.8 Chan 25	APP CRS 032°	Rwy Idg TDZE Apt Elev 4501 1944 1961
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VOR or GPS RWY 4
HASTINGS MUNI (HSI)

		MISSED APPROACH: Climbing left turn to 3700 via heading 210° then direct HSI VOR/DME and hold.
ASOS 120,525	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF) 0



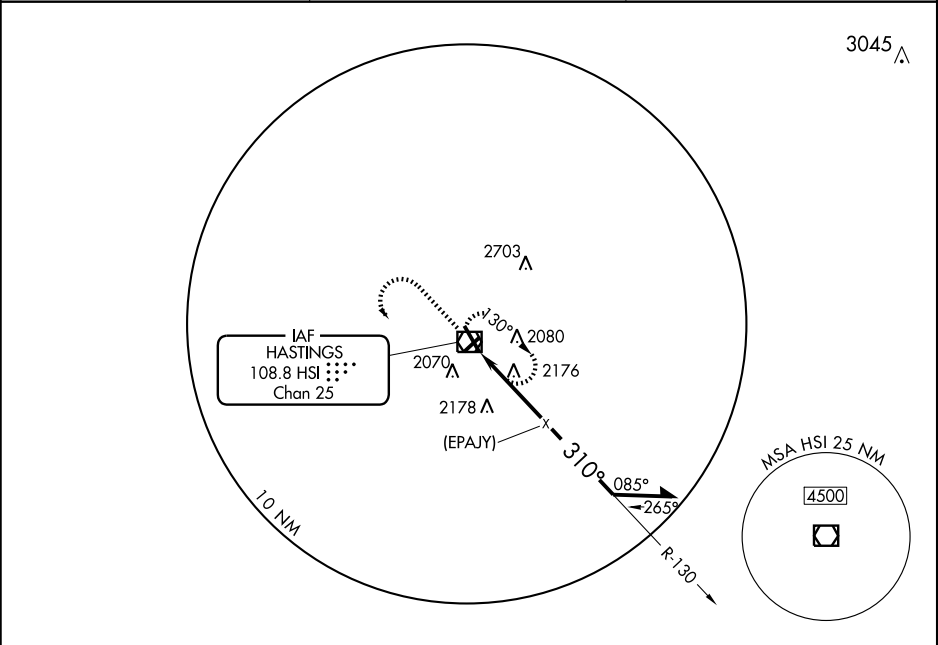
VOR/DME HSI 108.8 Chan 25	APP CRS 310°	Rwy Idg TDZE Apt Elev 5501 1945 1961
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VOR or GPS RWY 32

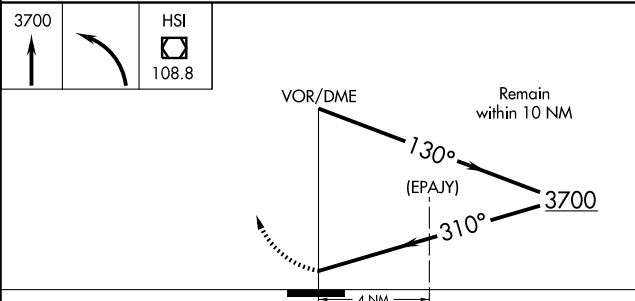
HASTINGS MUNI (HSI)

	MISSED APPROACH: Climb to 3700 then left turn direct HSI VOR/DME and hold.
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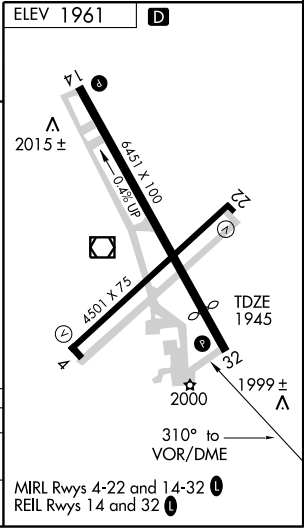
ASOS 120.525	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF) 0
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ELEV 1961	D
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CATEGORY	A	B	C	D
S-32	2540-1 595 (600-1)	2540-1 1/2 595 (600-1 1/2)	2540-1 3/4 595 (600-1 3/4)	2540-2 579 (600-2)
CIRCLING	2540-1 579 (600-1)	2540-1 1/2 579 (600-1 1/2)	2540-2 579 (600-2)	



VOR/DME HSI 108.8 Chgn 25	APP CRS 151°	Rwy Idg 6451 TDZE 1961 Apt Elev 1961
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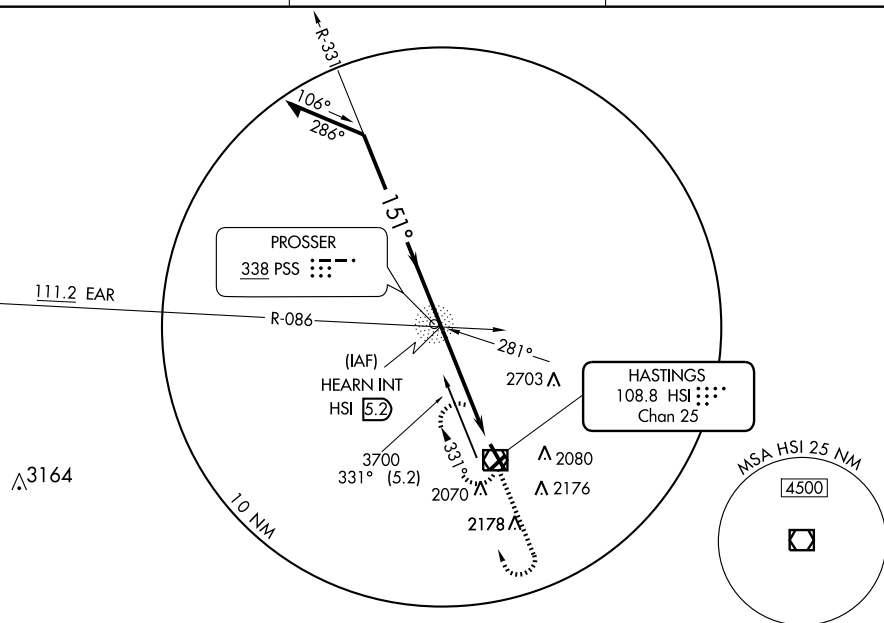
VOR RWY 14
HASTINGS MUNI (HSI)



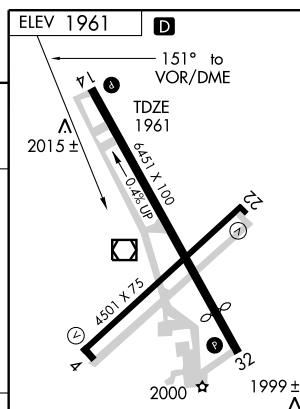
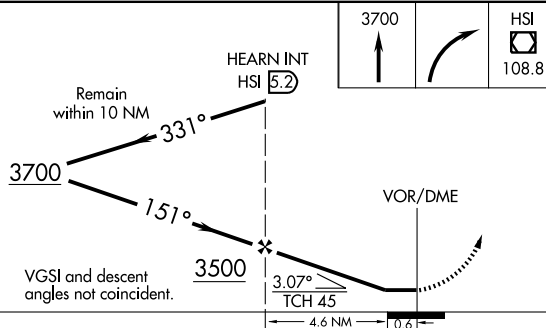
MISSED APPROACH: Climb to 3700 then right turn direct HSI VOR/DME and hold.

ASOS
120.525

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF) **L**

NC-2. 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
S-14	2360-1 399 (400-1)			2360-1¼ 399 (400-1¼)
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwy 4-22 and 14-32 **L**
REIL Rwy 14 and 32 **L**

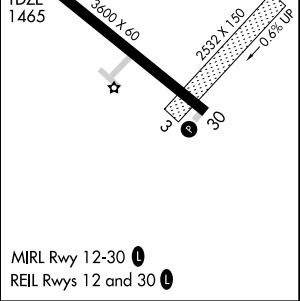
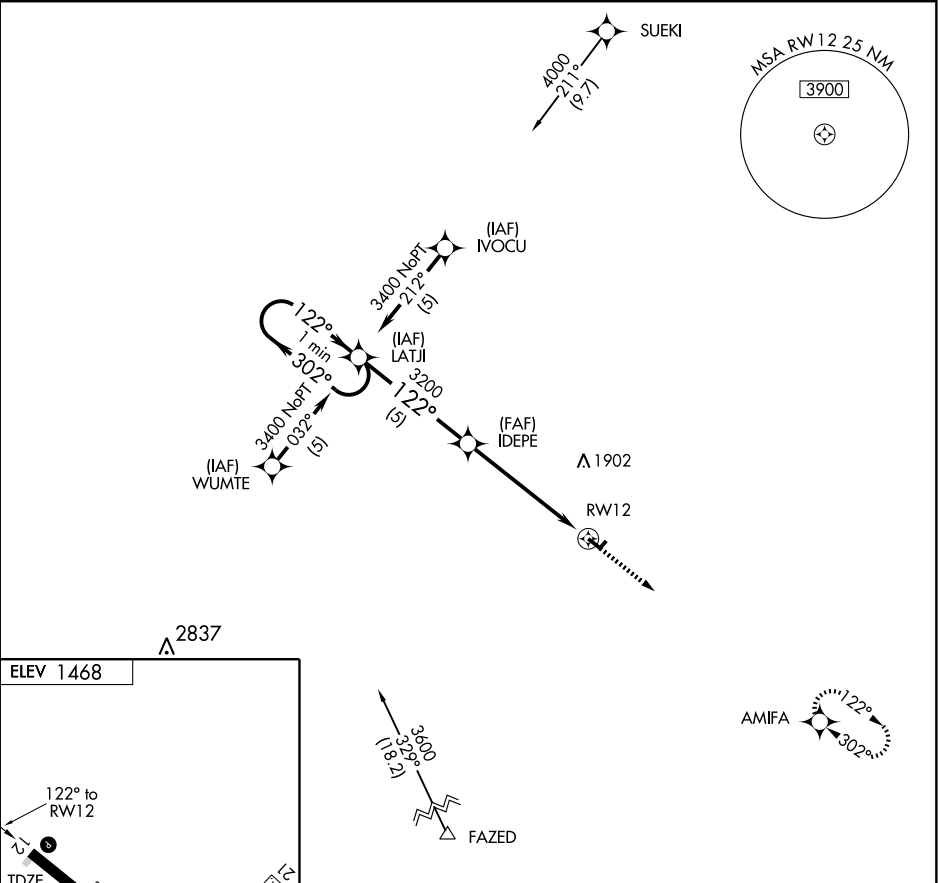
APP CRS 122°	Rwy Idg 3600 TDZE 1465 Apt Elev 1468
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GPS RWY 12
HEBRON MUNI (HJH)

Use Beatrice altimeter setting.

MISSED APPROACH: Climb to 3400 direct AMIFA WP and hold.

AWOS-3 118.525	MINNEAPOLIS CENTER 126.4 317.7	CTAF 122.9 0
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One Minute Holding Pattern					LATJI		IDEPE		RW12	
									3400	
									AMIFA	

APP CRS
302°

Rwy Idg	3600
TDZE	1466
Apt Elev	1468

GPS RWY 30
HEBRON MUNI (HJH)

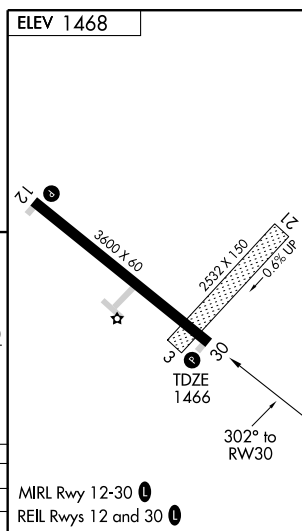
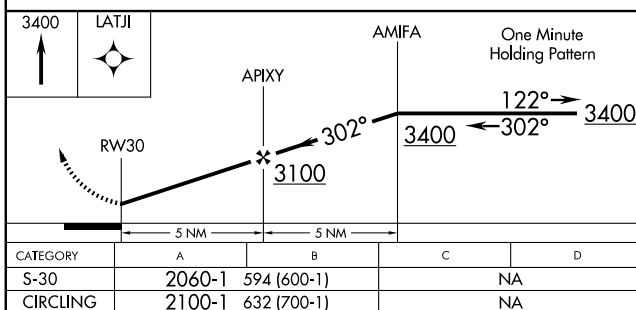
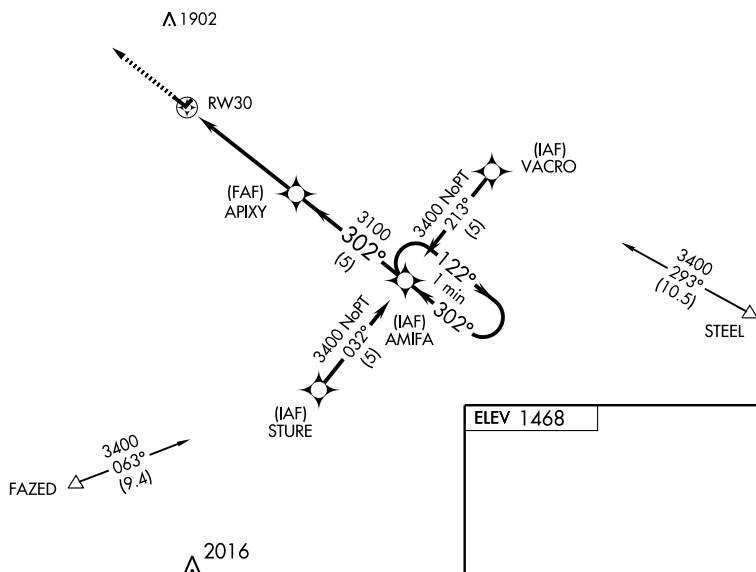
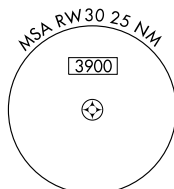


Use Beatrice altimeter setting.

MISSED APPROACH: Climb to 3400 direct LATJL WP and hold.

AWOS-3
118.525

MINNEAPOLIS CENTER
126.4 317.7

CTAF
122.9 **L**

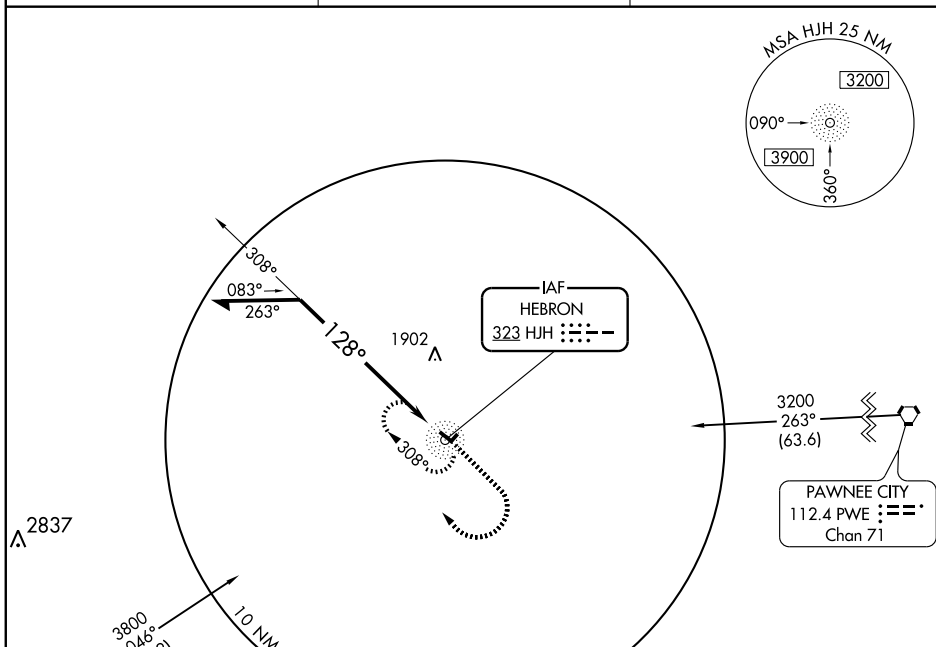
Rwy Idg	3600
TDZE	1465
Apt Elev	1468

NDB RWY 12
HEBRON MUNI (HJH)



MISSED APPROACH: Climb to 3200 then right turn direct HJH NDB and hold.

CTAF
122.9 **L**



NC-2, 22 OCT 2009 to 19 NOV 2009

2837

MANKATO
109.8 TKO 
Chan 35

ELEV 1468

TDZE
1465

3200

HJH

323

CATEGORY	A	B	C	D
S-12	2200-1	735 (800-1)		NA
CIRCLING	2200-1	732 (800-1)		NA

MIRL Rwy 12-30 **L**
REIL Rwy 12 and 30 **L**

NDB RWY 18

HOLDREGE/BREWSTER FIELD (HDE)

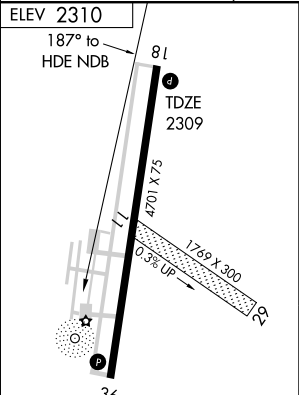
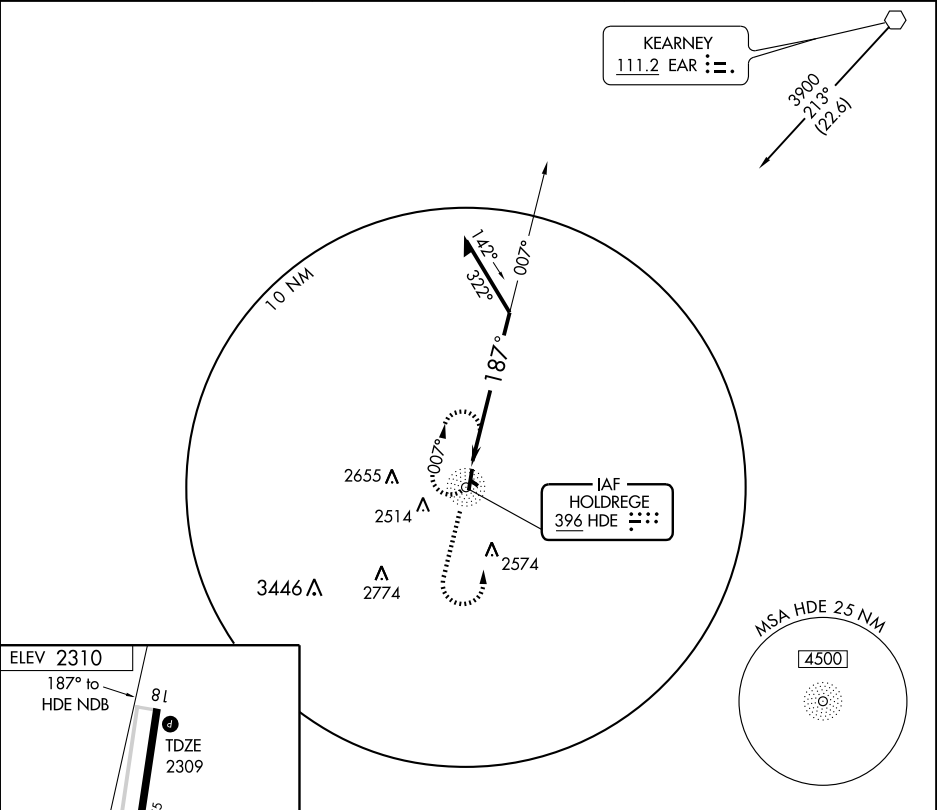
NDB HDE	APP CRS	Rwy Idg	4701
396	187°	TDZE	2309
		Apt Elev	2310

▼

▲ NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 3900 direct HDE NDB and hold.

AWOS-3 121.325	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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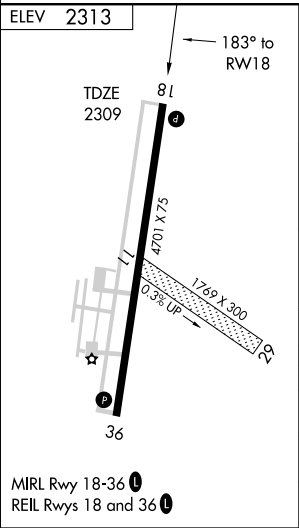
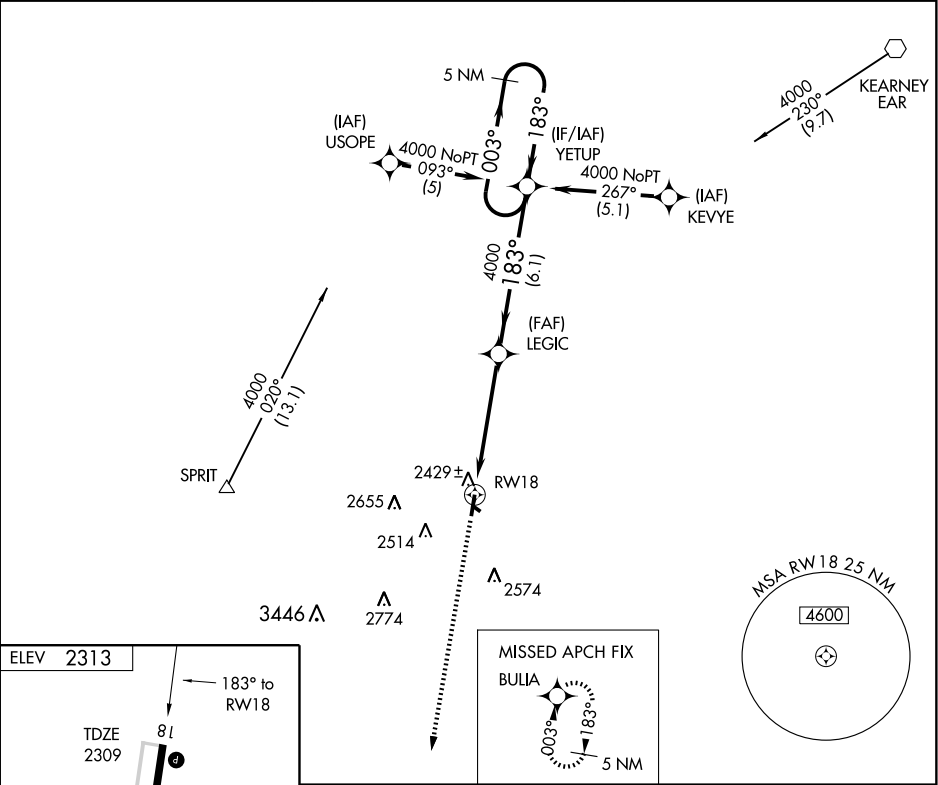
REIL Rwy 18 and 36 0					
MIRL Rwy 18-36 0					
Knots	60	90	120	150	180
Min:Sec					
CATEGORY	A	B	C	D	
S-18	2800-1	491 (500-1)	2800-1¼ 491 (500-1¼)	2800-1½ 491 (500-1½)	
CIRCLING	2840-1	530 (600-1)	2840-1½ 530 (600-1½)	2880-2 570 (600-2)	

WAAS CH 73002 W18A	APP CRS 183°	Rwy Idg TDZE Apt Elev	4701 2309 2313
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RNAV (GPS) RWY 18
HOLDREGE/BREWSTER FIELD (HDE)

<p>▼ If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Kearney altimeter setting.</p> <p>▲</p>	<p>MISSED APPROACH: Climb to 3900 direct BULIA and hold.</p>
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AWOS-3 121.325	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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	3900	BULIA	LEGIC	YETUP	5 NM Holding Pattern
					003° → 4000
					← 183°
					GS 3.00° TCH 40
CATEGORY	A	B	C	D	
LPV DA	2559-1 250 (300-1)				
LNAV MDA	2680-1 371 (400-1)			2680-1½ 371 (400-1½)	
CIRCLING	2840-1 527 (600-1)		2840-1½ 527 (600-1½)		2880-2 567 (600-2)

WAAS CH 69301 W36A	APP CRS 003°	Rwy Idg TDZE Apt Elev	4701 2309 2313
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RNAV (GPS) RWY 36

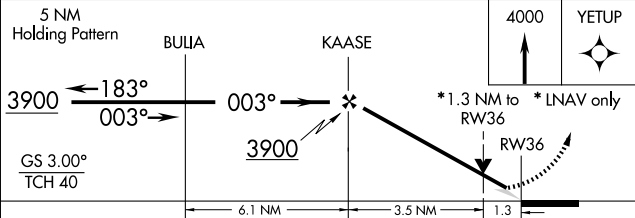
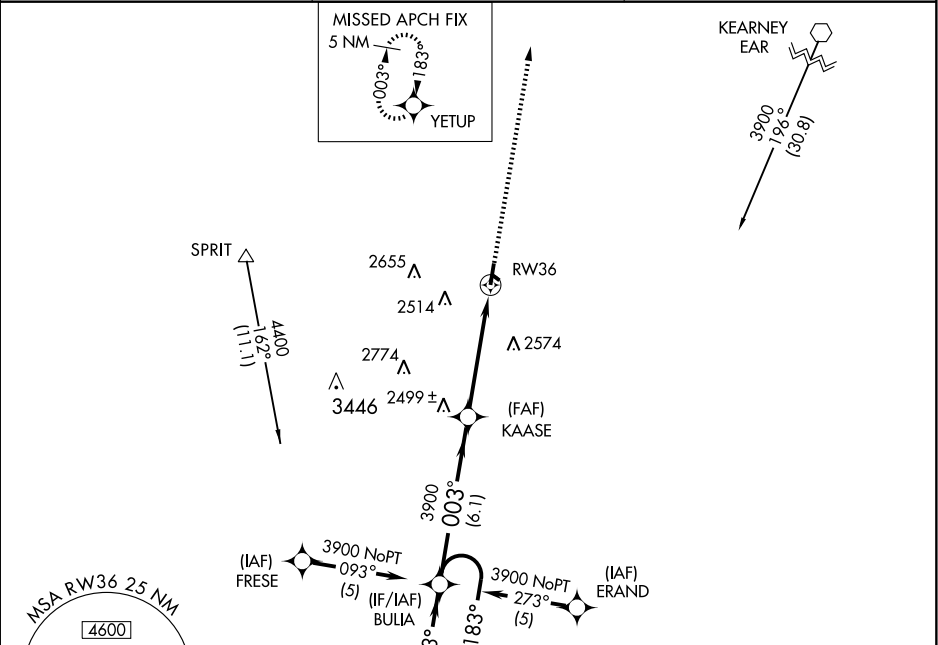
HOLDREGE/BREWSTER FIELD (HDE)

▽ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Kearney altimeter setting.

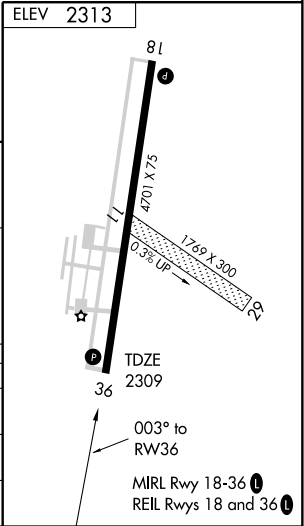
▲

MISSED APPROACH: Climb to 4000 direct YETUP and hold.

AWOS-3 121.325	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
RNAV MDA	2760-1	451 (500-1)	2760-1¼ 451 (500-1¼)	2760-1½ 451 (500-1½)
CIRCLING	2840-1	527 (600-1)	2840-1½ 527 (600-1½)	2880-2 567 (600-2)



VOR/DME-A

HOLDREGE/BREWSTER FIELD (HDE)

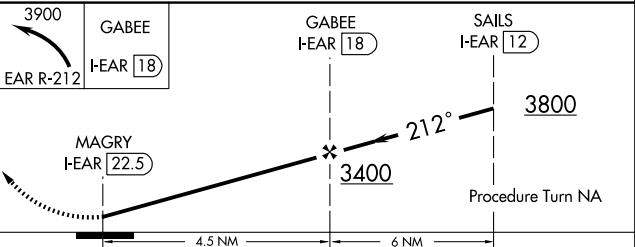
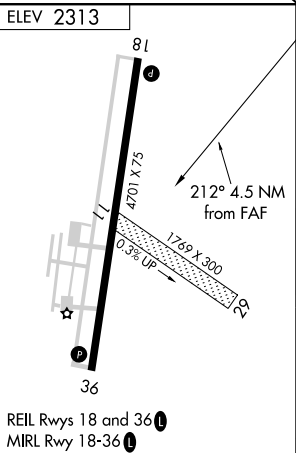
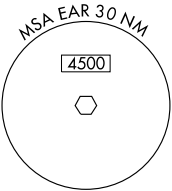
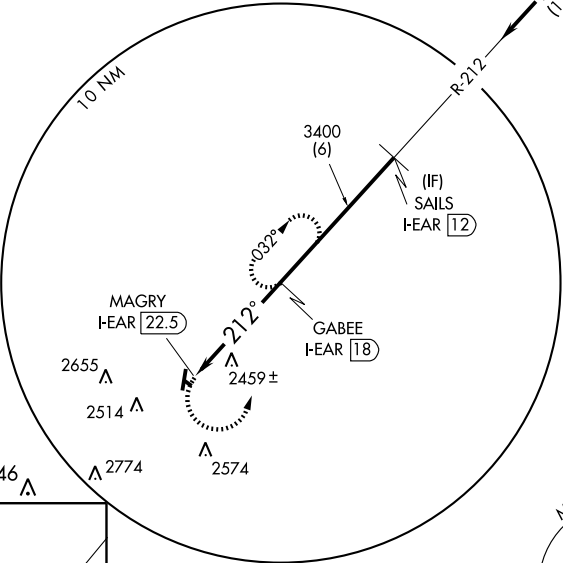
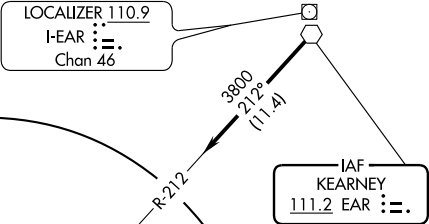
VOR EAR 111.2	APP CRS 212°	Rwy Idg TDZE Apt Elev N/A N/A 2313
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▽ If local altimeter setting not received, use Kearney altimeter setting and increase all MDAs 80 feet. Simultaneous reception of I-**EAR** DME and **EAR** VOR required.

MISSED APPROACH: Climbing left turn to 3900 via **EAR** VOR R-212 to **GABEE** I-**EAR** 18 DME and hold.

AWOS-3 121.325	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF)
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Procedure NA for arrivals on **EAR** VOR airway radials 227.



CATEGORY	A	B	C	D
CIRCLING	3100-1 787 (800-1)	3100-1¼ 787 (800-1¼)	3100-2¼ 787 (800-2¼)	3100-2½ 787 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

NDB RWY 31
IMPERIAL MUNI (IML)

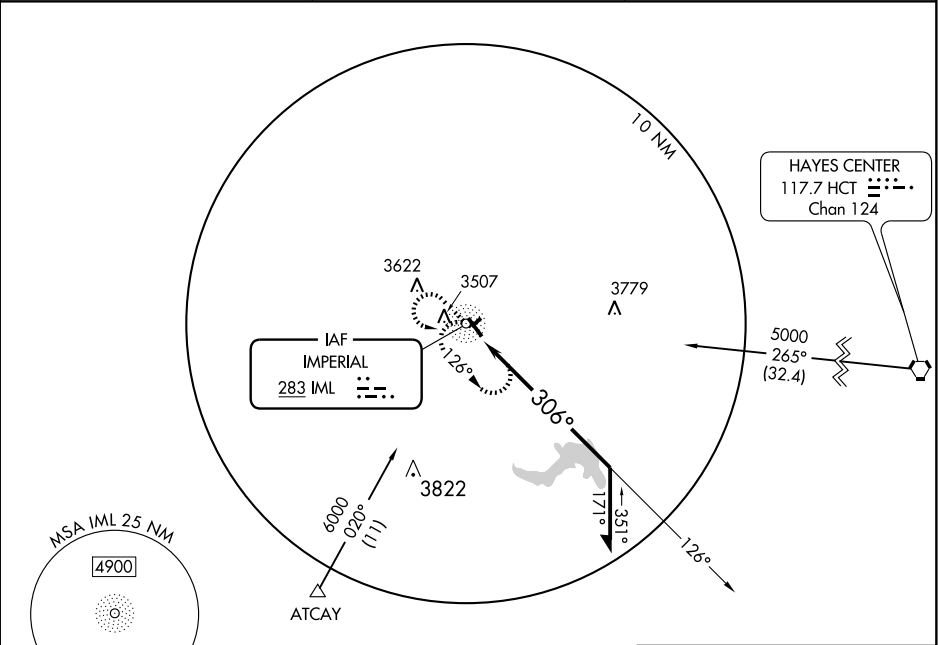
NDB IML 283	APP CRS 306°	Rwy Idg TDZE Apt Elev 5022 3272 3272
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NA

If local altimeter setting not received,
use Ogallala altimeter setting.

MISSED APPROACH: Climb to 5000 then left turn direct
IML NDB and hold.

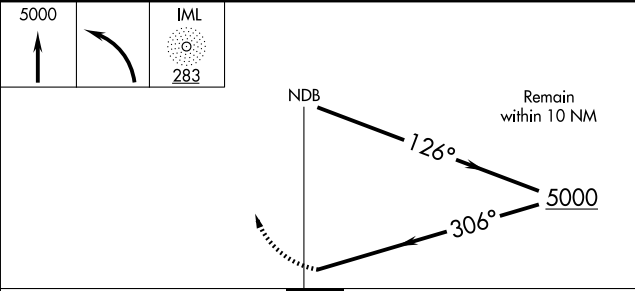
ASOS 124.175	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF)
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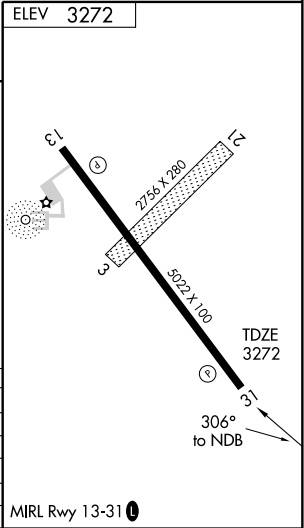
5000

IML

283



CATEGORY	A	B	C	D
S-31	3900-1	628 (700-1)		NA
CIRCLING	3900-1	628 (700-1)		NA
OGALLALA ALTIMETER SETTING MINIMUMS				
S-31	4000-1	728 (800-1)		NA
CIRCLING	4000-1	728 (700-1)		NA



WAAS
CH 66003
W13A

APP CRS
135°

Rwy Idg	5022
TDZE	3273
Apt Elev	3275

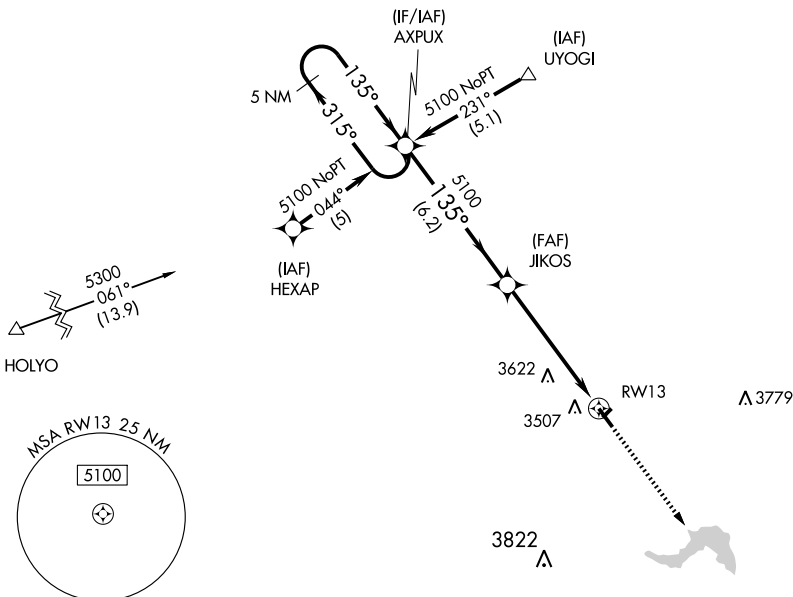
RNAV (GPS) RWY 13
IMPERIAL MUNI (IML)

IMPERIAL MUNI (IML)



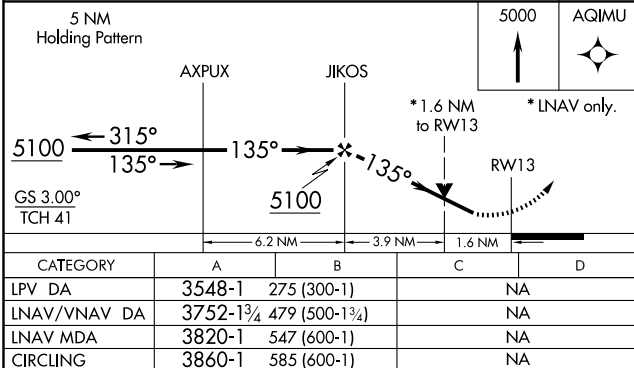
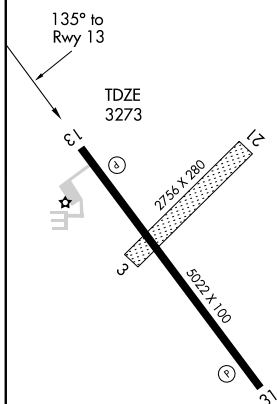
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Oagallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP and BARO-VNAV NA when using Oagallala altimeter setting.

MISSED APPROACH:
Climb to 5000 direct
AQIMU and hold.

ASOS
124.175DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) **L**

NC-2: 22 OCT 2009 to 19 NOV 2009

ELEV 3275

MIRL Rwy 13-31 **L**

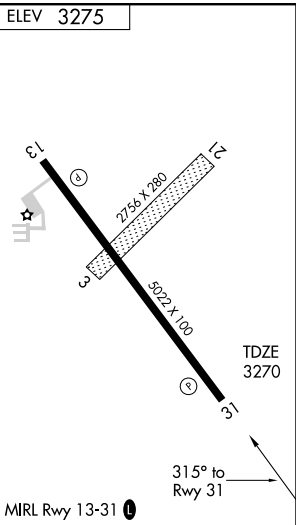
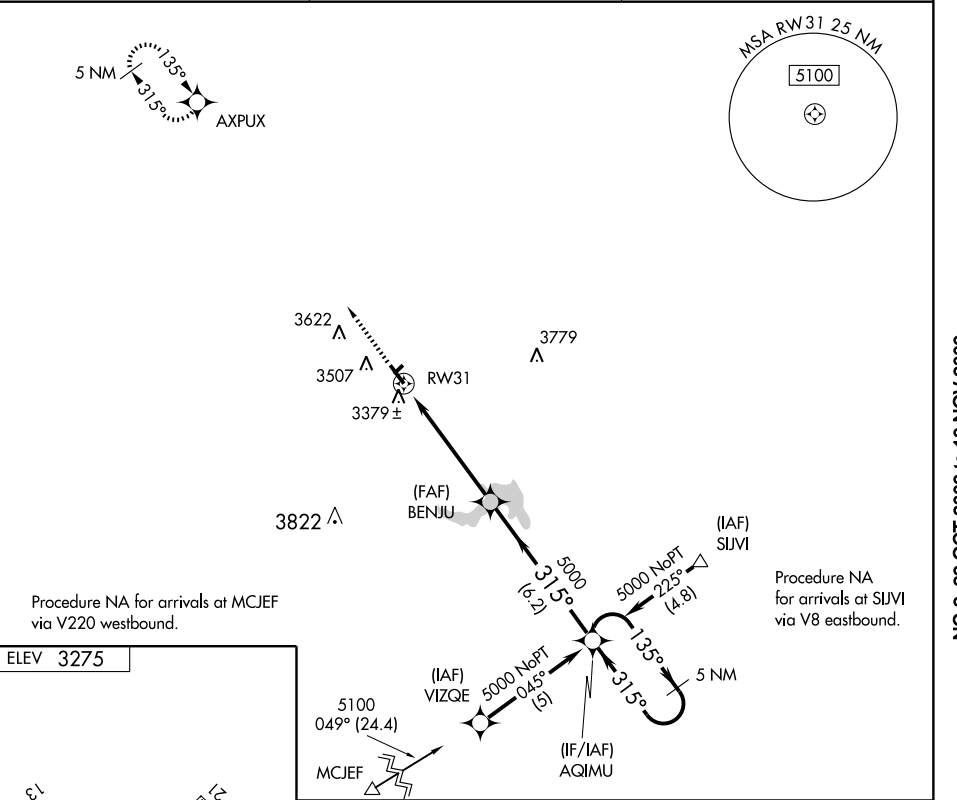
▼

BARO-VNAV NA when using Ogallala altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP NA when using Ogallala altimeter setting.

▲

MISSED APPROACH: Climb to 5100 direct AXPUX and hold.

ASOS 124.175	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 1
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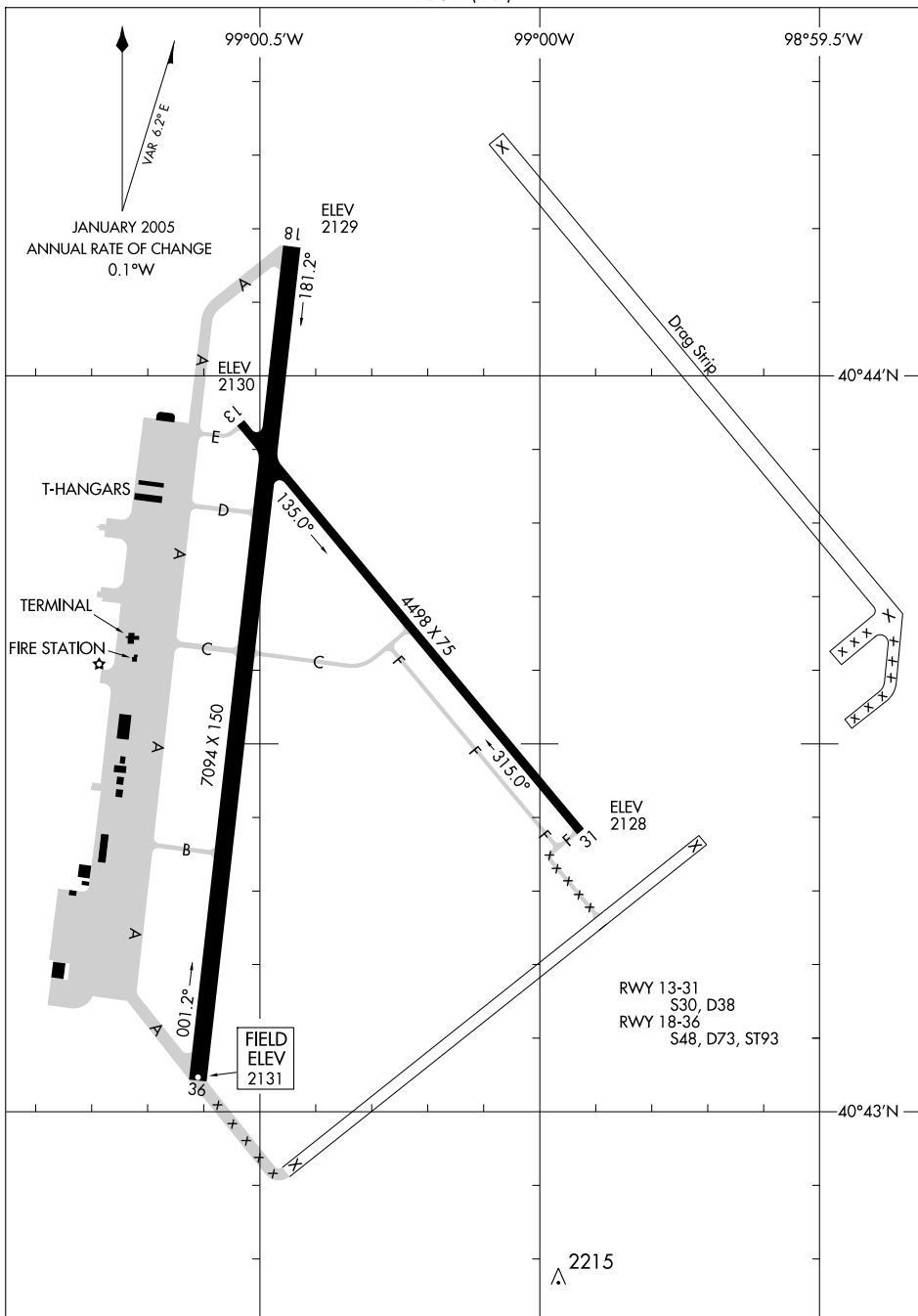


5100 AXPUX		5 NM Holding Pattern			
* LNAV only.		* 1.1 NM to RW31			
RW31		BENJU		AQIMU	
1.1 NM		4.1 NM		6.2 NM	
315°		315°		135°	
5000		5000		5000	
GS 3.00°		TCH 41			
CATEGORY	A	B	C	D	
LPV DA	3520-1	250 (300-1)		NA	
LNAV/VNAV DA	3649-1¼	379 (400-1¼)		NA	
LNAV MDA	3640-1	370 (400-1)		NA	
CIRCLING	3860-1	585 (600-1)		NA	

NC-2 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM



AL-541 (FAA)

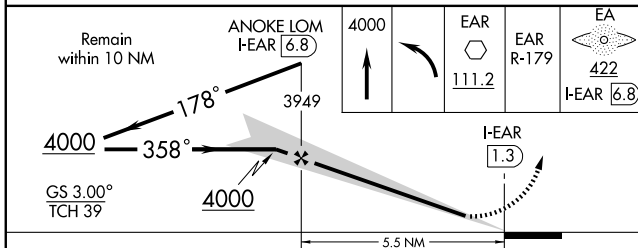
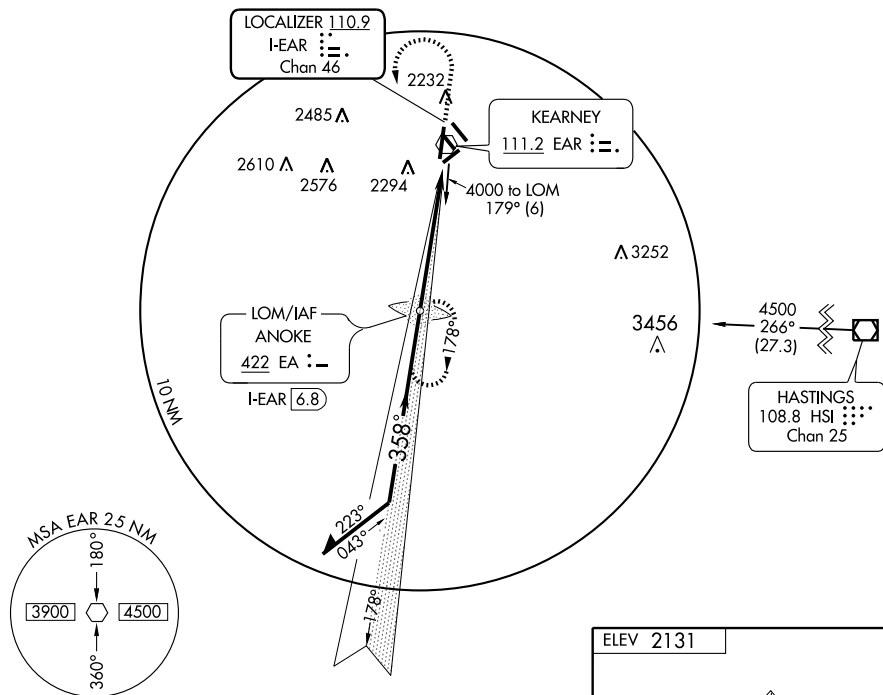
KEARNEY RGNL (EAR)
KEARNEY, NEBRASKA

NC-2, 22 OCT 2009 to 19 NOV 2009

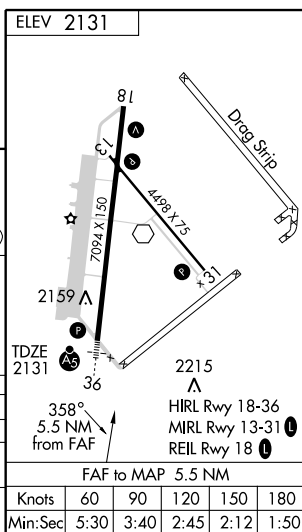
LOC/DME I- EAR 110.9 Chan 46	APP CRS 358°	Rwy Idg 7094 TDZE 2131 Apt Elev 2131
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ILS RWY 36
KEARNEY RGNL (EAR)

 NA		MALSR 	MISSED APPROACH: Climb to 4000 then left turn direct EAR VOR, then via EAR R-179 to ANOKE LOM/INT/FEAR 6.8 DME and hold.
AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF) 0	



CATEGORY	A	B	C	D
S-ILS 36	2331-1/2		200 (200-1/2)	
S-LOC 36	2540-1/2 409 (500-1/2)		2540-3/4 409 (500-3/4)	
CIRCLING	2600-1	469 (500-1)	2600-1 1/2 469 (500-1 1/2)	2700-2 569 (600-2)



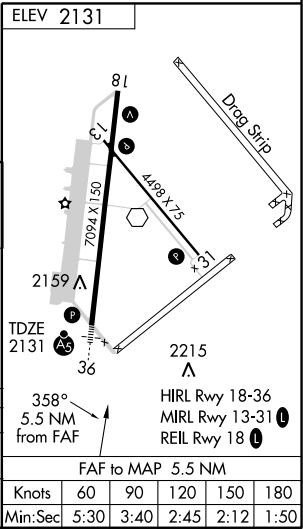
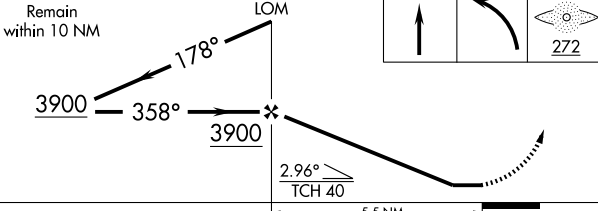
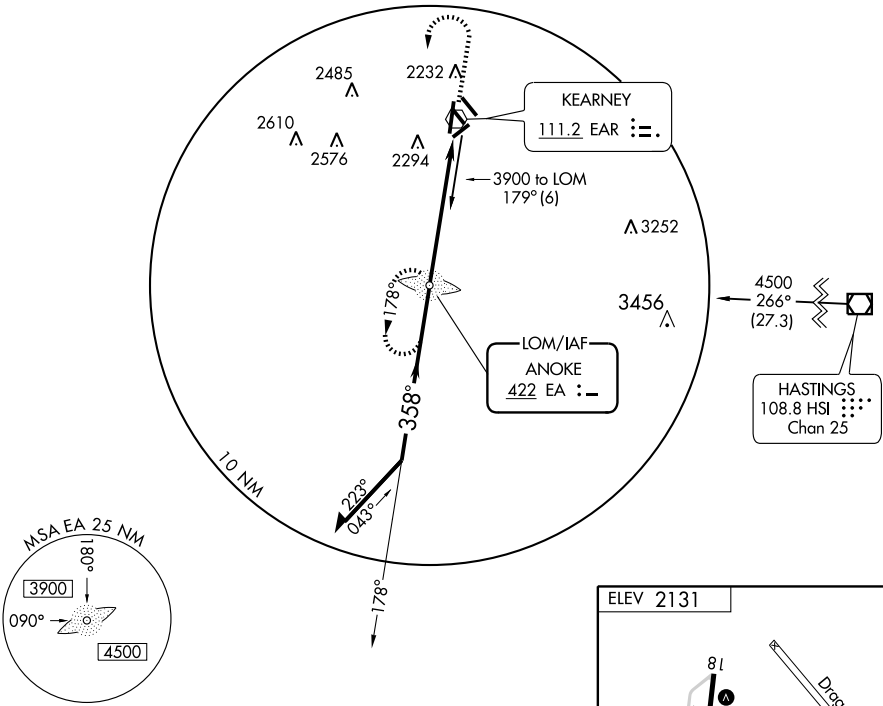
NDB RWY 36
KEARNEY RGNL (EAR)

LOM ANOKE 422 EA	APP CRS 358°	Rwy Idg TDZE Apt Elev	7094 2131 2131
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MISSED APPROACH: Climb to 3900 then left turn direct EA LOM and hold.

AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-36	2600-3/4	469 (500-3/4)		2600-1 1/4 469 (500-1 1/4)
CIRCLING	2600-1	469 (500-1)	2600-1 1/2 469 (500-1 1/2)	2700-2 569 (600-2)

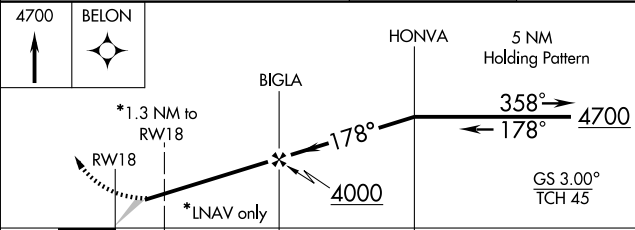
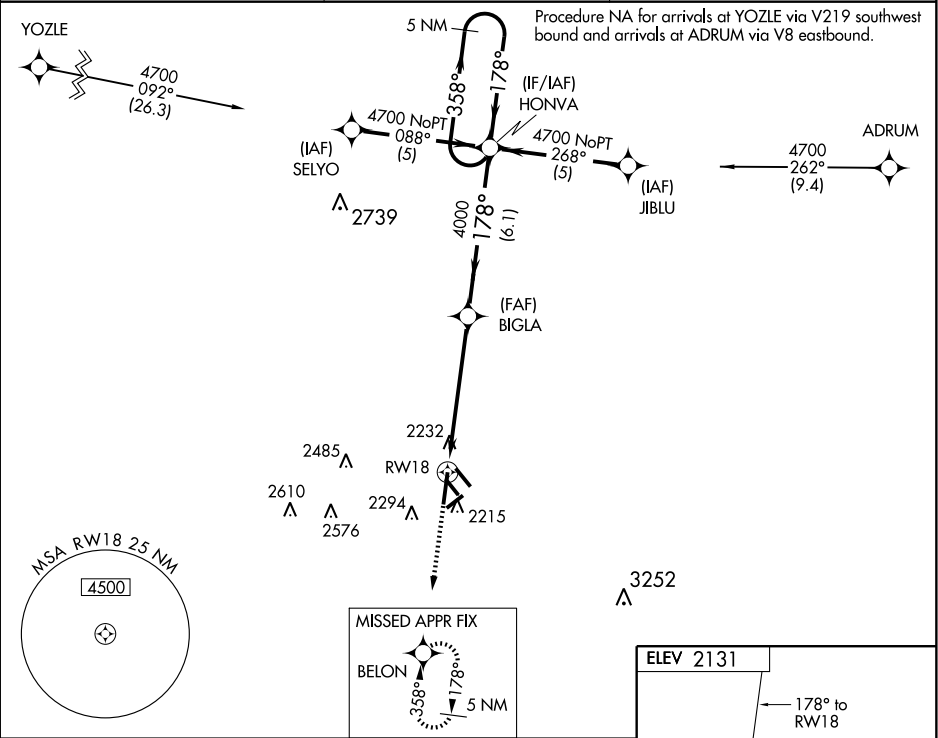
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

WAAS CH 86213 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	7094 2131 2131
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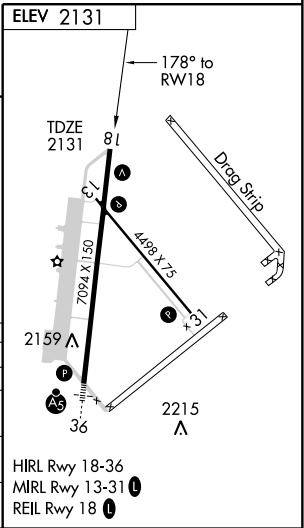
RNAV (GPS) RWY 18
KEARNEY RGNL (EAR)

T BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. A BARO-VNAV and VDP NA when using Brewster Field altimeter setting.	MISSED APPROACH: Climb to 4700 direct BELON and hold.
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AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		2470-1¼	339 (400-1¼)	
RNAV/VNAV DA		2520-1½	389 (400-1½)	
RNAV MDA	2600-1	469 (500-1)	2600-1¼ 469 (500-1¼)	2600-1½ 469 (500-1½)
CIRCLING		2600-1½	469 (500-1½)	2700-2 569 (600-2)




WAAS CH 90113 W36A	APP CRS 358°	Rwy Idg TDZE Apt Elev	7094 2131 2131
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RNAV (GPS) RWY 36
KEARNEY RGNL (EAR)

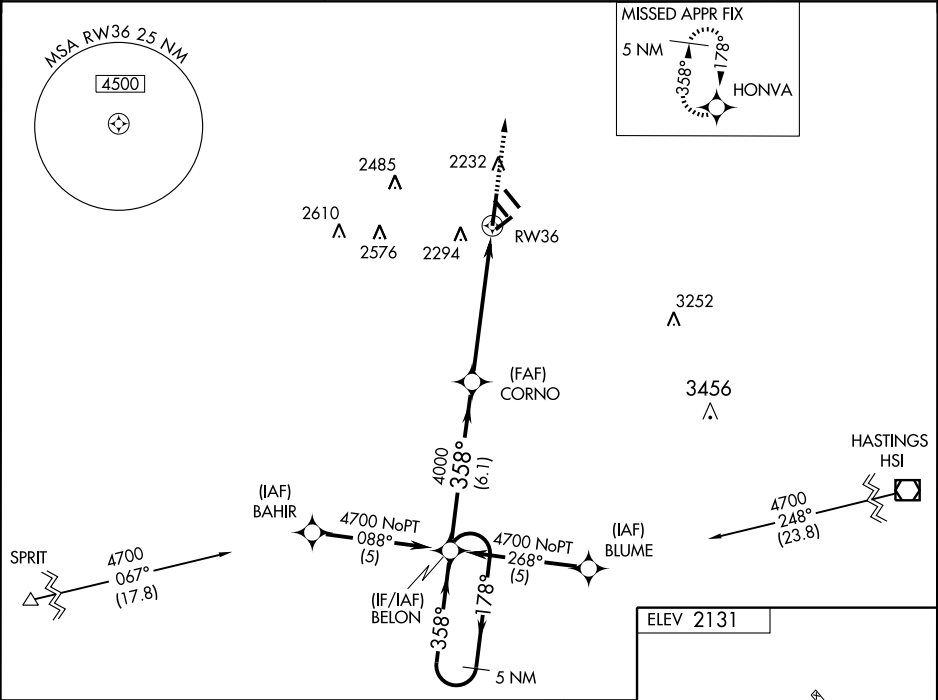
BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. BARO VNAV and VDP NA when using Brewster Field altimeter setting. For inoperative MALSR, increase LPV visibility all Cats to 1 mile, increase LNAV Cat D visibility to 1¼ mile.

MALSR

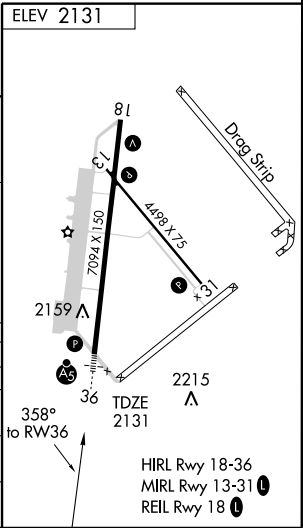


MISSED APPROACH: Climb to 4700 direct HONVA and hold.

AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF) 0
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5 NM Holding Pattern				
4700 ← 178° / 358° →				
GS 3.00° TCH 44				
BELON CORNO RW36				
*LNAV only *1.2 NM RW36				
6.1 NM 4.4 NM 1.2 NM				
CATEGORY	A	B	C	D
LPV DA	2390-½		259 (300-½)	
LNAV/ VNAV DA	2580-1		449 (500-1)	
LNAV MDA	2540-½	409 (500-½)	2540-¾ 409 (500-¾)	2540-1 409 (500-1)
CIRCLING	2600-1½	469 (500-1½)	2700-2 569 (600-2)	

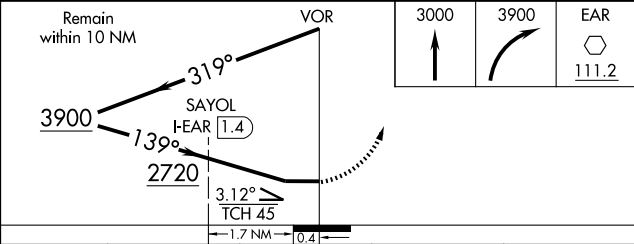
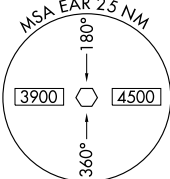
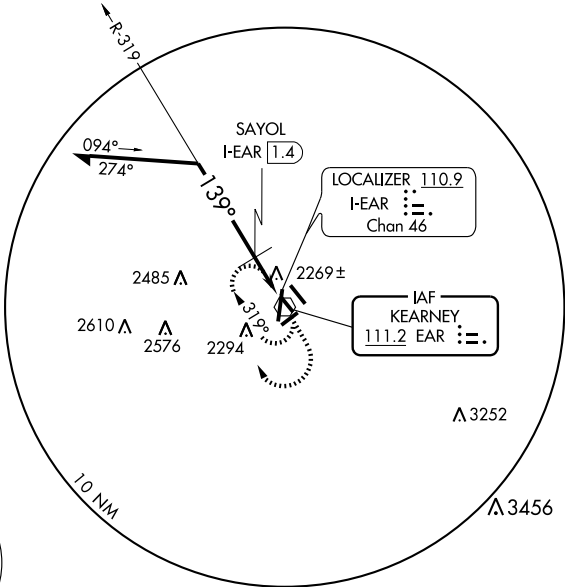


VOR RWY 13
KEARNEY RGNL (EAR)

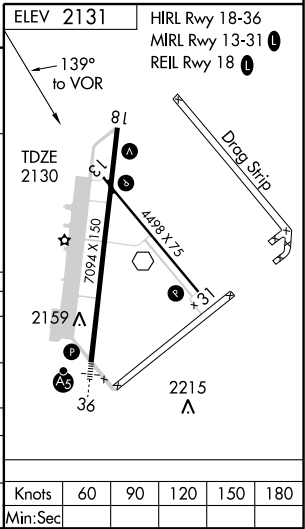
VOR EAR	APP CRS	Rwy Idg	4497
111.2	139°	TDZE	2130
		Apt Elev	2131

MISSED APPROACH: Climb to 3000 then climbing right turn to 3900 direct EAR VOR and hold.

AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF) 
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CATEGORY	A	B	C	D
S-13	2720-1	590 (600-1)	2720-1½ 590 (600-1½)	2720-1¾ 590 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
SAYOL FIX MINIMUMS				
S-13	2520-1	390 (400-1)	2520-1¼ 390 (400-1¼)	
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)



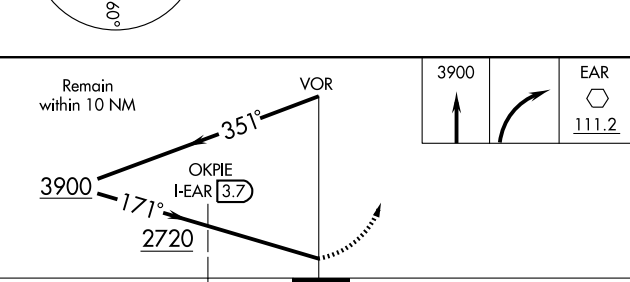
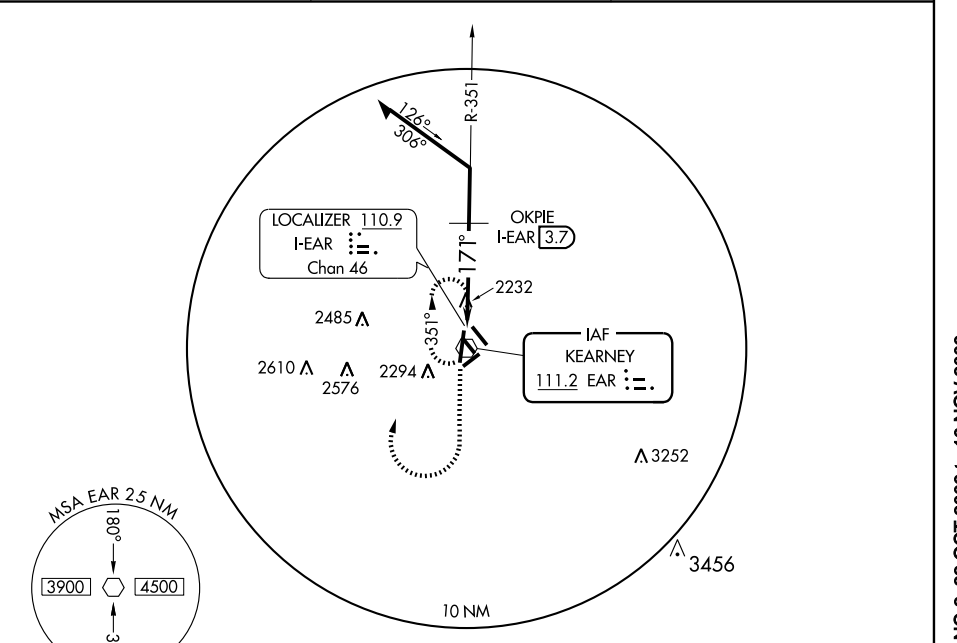
Knots	60	90	120	150	180
Min:Sec					

MISSED APPROACH: Climb to 3900 then right turn direct EAR VOR and hold.

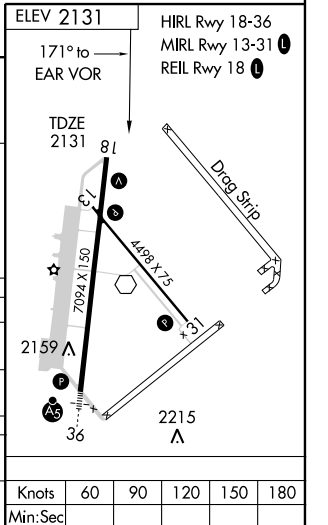
AWOS-3
123.875

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
123.0 (CTAF) **1**



CATEGORY	A	B	C	D
S-18	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-1¾ 589 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
OKPIE MINIMUMS				
S-18	2580-1	449 (500-1)	2580-1¼ 449 (500-1¼)	2580-1½ 449 (500-1½)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)



NC-2, 22 OCT 2009 to 19 NOV 2009

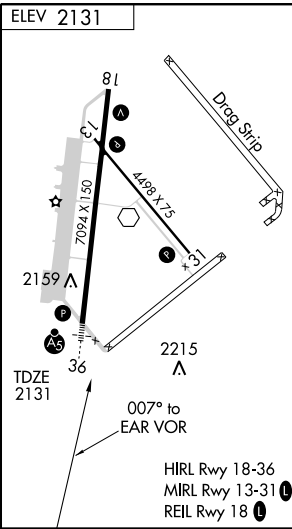
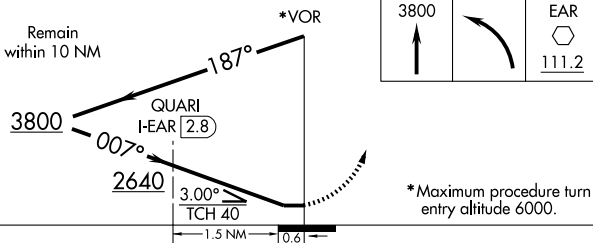
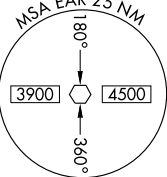
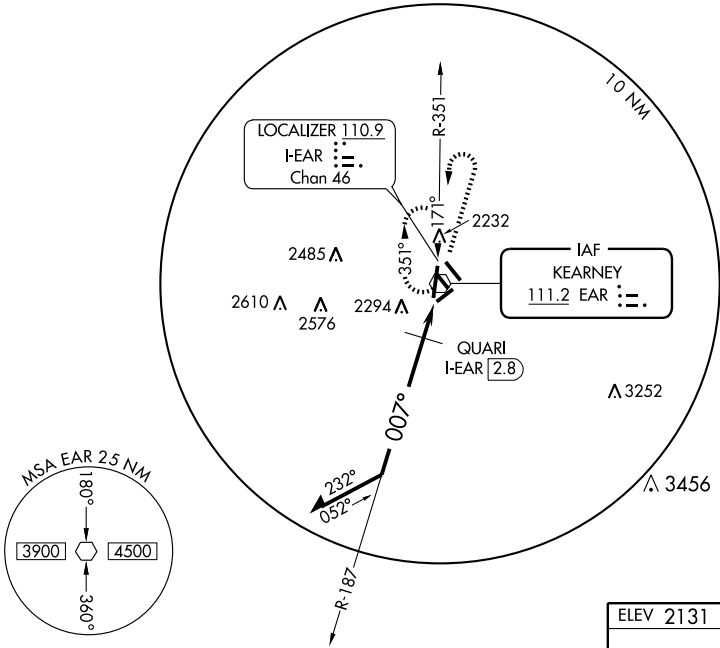
VOR RWY 36
KEARNEY RGNL (EAR)

VOR EAR 111.2	APP CRS 007°	Rwy ldg TDZE Apt Elev	7094 2131 2131
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MALSR

MISSED APPROACH: Climb to 3800 then left turn direct EAR VOR and hold.

AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF) 1
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CATEGORY	A	B	C	D
S-36	2640-1/2	509 (600-1/2)	2640-1	509 (600-1)
CIRCLING	2640-1	509 (600-1)	2640-1/2 509 (600-1/2)	2700-2 569 (600-2)
QUARI FIX MINIMUMS				
S-36	2560-1/2	429 (500-1/2)	2560-3/4 429 (500-3/4)	2560-1 429 (500-1)
CIRCLING	2600-1	469 (500-1)	2600-1/2 469 (500-1/2)	2700-2 569 (600-2)

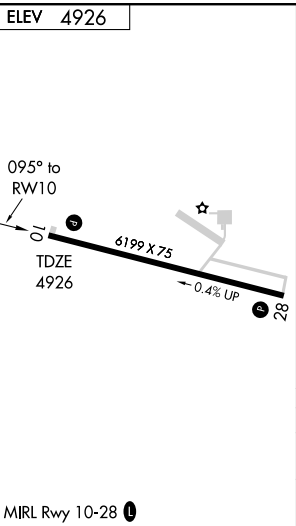
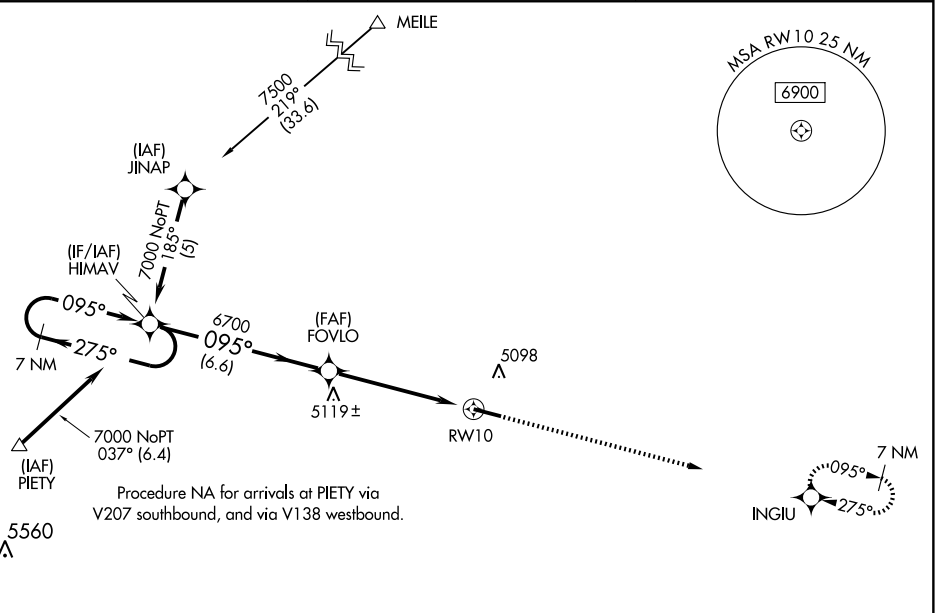
APP CRS	Rwy Idg	6199
095°	TDZE	4926
	Apt Elev	4926

RNAV (GPS) RWY 10

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

<p>NA</p> <p>If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase all MDAs 160 feet. DME/DME RNP-0.3 NA. VDP NA with Sidney Muni/Lloyd W. Carr Field altimeter setting.</p>	<p>MISSED APPROACH: Climb to 6500 direct INGIU and hold.</p>
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AWOS-3 118.075	DENVER CENTER 125.9 284.7	UNICOM 122.8 (CTAF) 0
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<div><div><div>7 NM Holding Pattern</div><div>HIMAV</div><div>7000</div><div>← 275°</div><div>095° →</div><div>095°</div><div>6700</div><div>FOVLO</div><div>3.05°</div><div>TCH 40</div><div>6.6 NM</div><div>4.2 NM</div><div>1.2</div><div>1.2 NM to RW10</div><div>RW10</div></div><div><div>6500</div><div>↑</div></div><div><div>INGIU</div><div>✦</div></div></div>				
CATEGORY	A	B	C	D
LNAV MDA	5360-1	434 (500-1)	5360-1¼ 434 (500-1¼)	5360-1½ 434 (500-1½)
CIRCLING	5360-1 434 (500-1)	5420-1 494 (500-1)	5420-1½ 494 (500-1½)	5480-2 554 (600-2)

WAAS
CH 61203
W14A

APP CRS
136°

Rwy Idg
TDZE 2413
Apt Elev 2413

RNAV (GPS) RWY 14

LEXINGTON/JIM KELLY FIELD (LXN)

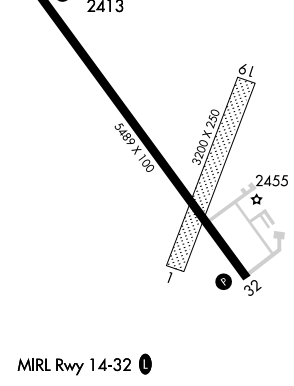
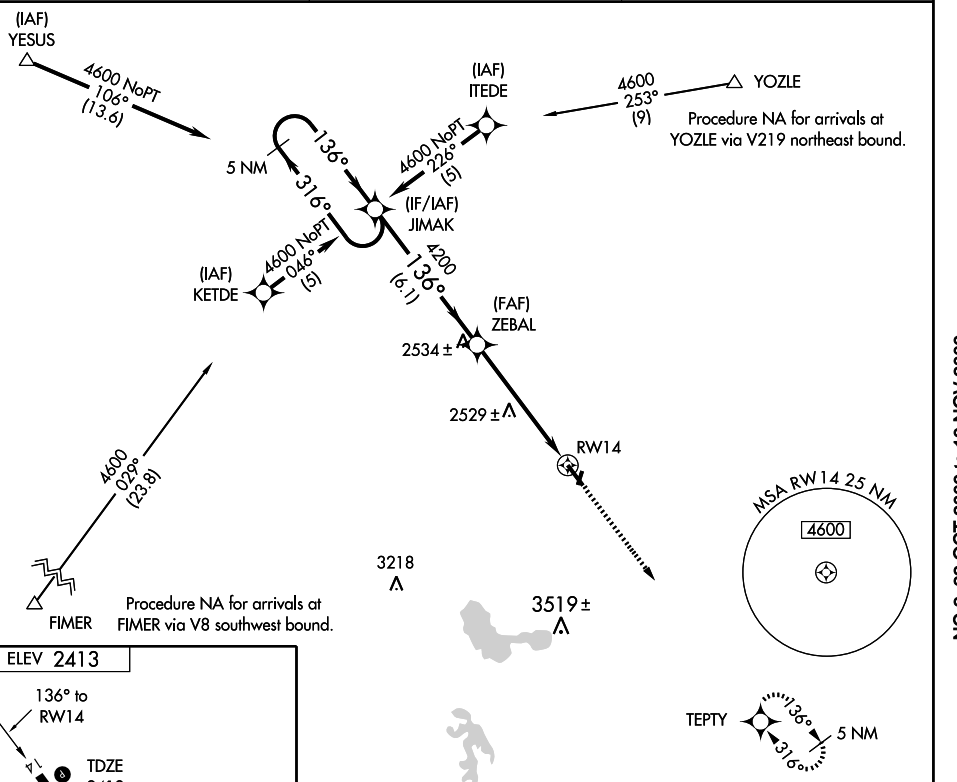
▼

▲

If local altimeter setting not received, use Brewster Field altimeter setting and increase DA to 2773 feet and all MDAs 80 feet.
VDP NA when using Brewster Field altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4600 direct TEPTY and hold.

AWOS-3 121.025	DENVER CENTER 132.7 397.85	UNICOM 123.0 (CTAF) 1
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5 NM Holding Pattern		JIMAK	4600	TEPTY
4600		316°	136°	136°
GS 3.00°		TCH 40	4200	
		6.1 NM	4.4 NM	1 NM
CATEGORY	A	B	C	D
LPV DA	2663-1 250 (300-1)			
LNAB MDA	2780-1 367 (400-1)			2780-1 367 (400-1 1/4)
CIRCLING	2780-1 367 (400-1)	2940-1 527 (600-1)	2940-1 1/2 527 (600-1 1/2)	2980-2 567 (600-2)

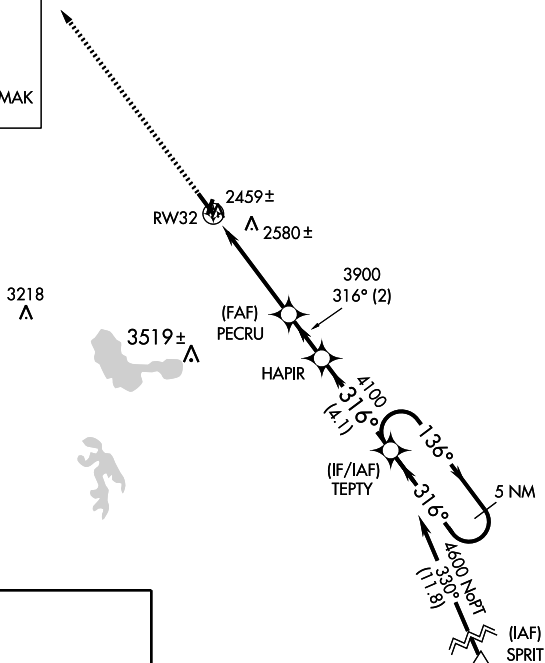

NC-22 OCT 2009 to 19 NOV 2009

MISSED APPROACH:
Climb to 4600 direct
JIMAK and hold.

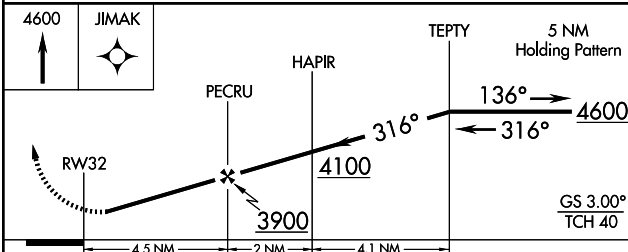
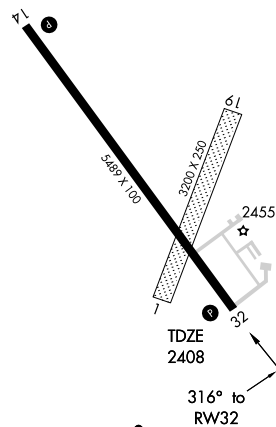
AWOS-3
121.025

DENVER CENTER
132.7 397.85

UNICOM
123.0 (CTAF) **L**



ELEV 2413



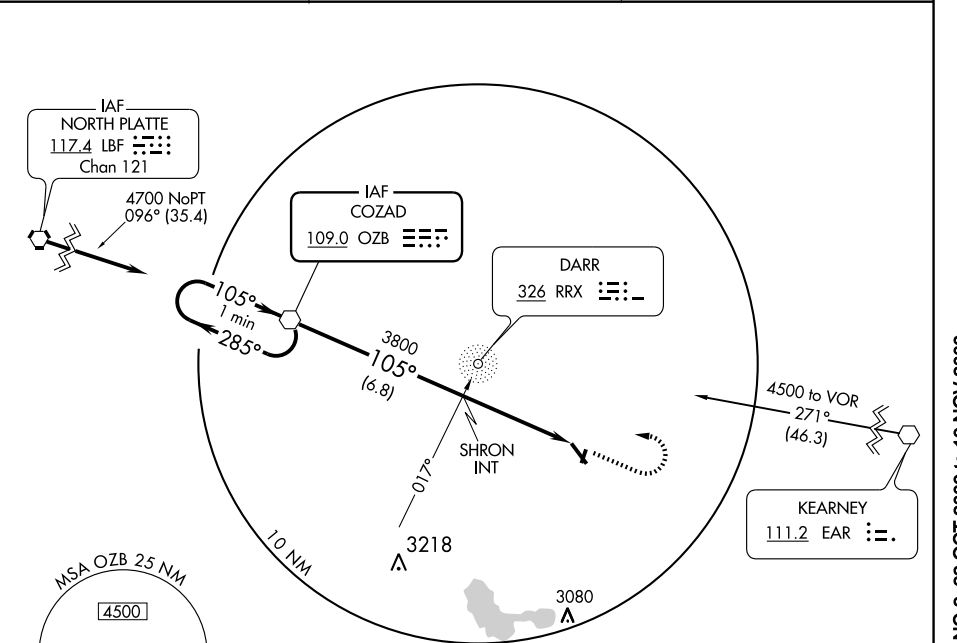
CATEGORY	A	B	C	D
LPV DA	2693-1 285 (300-1)			
LNAV/ VNAV DA	2729-1¼ 321 (400-1¼)			
LNAV MDA	2860-1	452 (500-1)	2860-1¼ 452 (500-1¼)	2860-1½ 452 (500-1½)
CIRCLING	2860-1 447 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-½)	2980-2 567 (600-2)

⚠

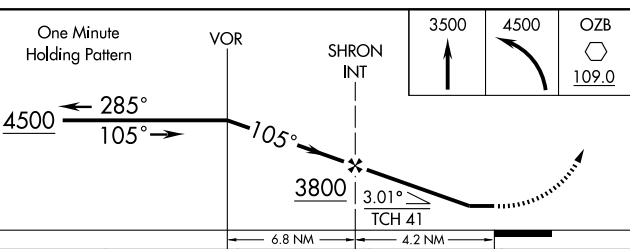
Circling for Rwy 1/19 NA at night.

MISSED APPROACH: Climb to 3500 then climbing left turn to 4500 direct OZB VOR and hold.

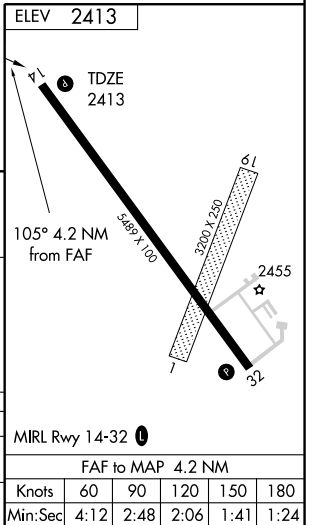
AWOS-3 121.025	DENVER CENTER 132.7 397.85	UNICOM 123.0 (CTAF) 1
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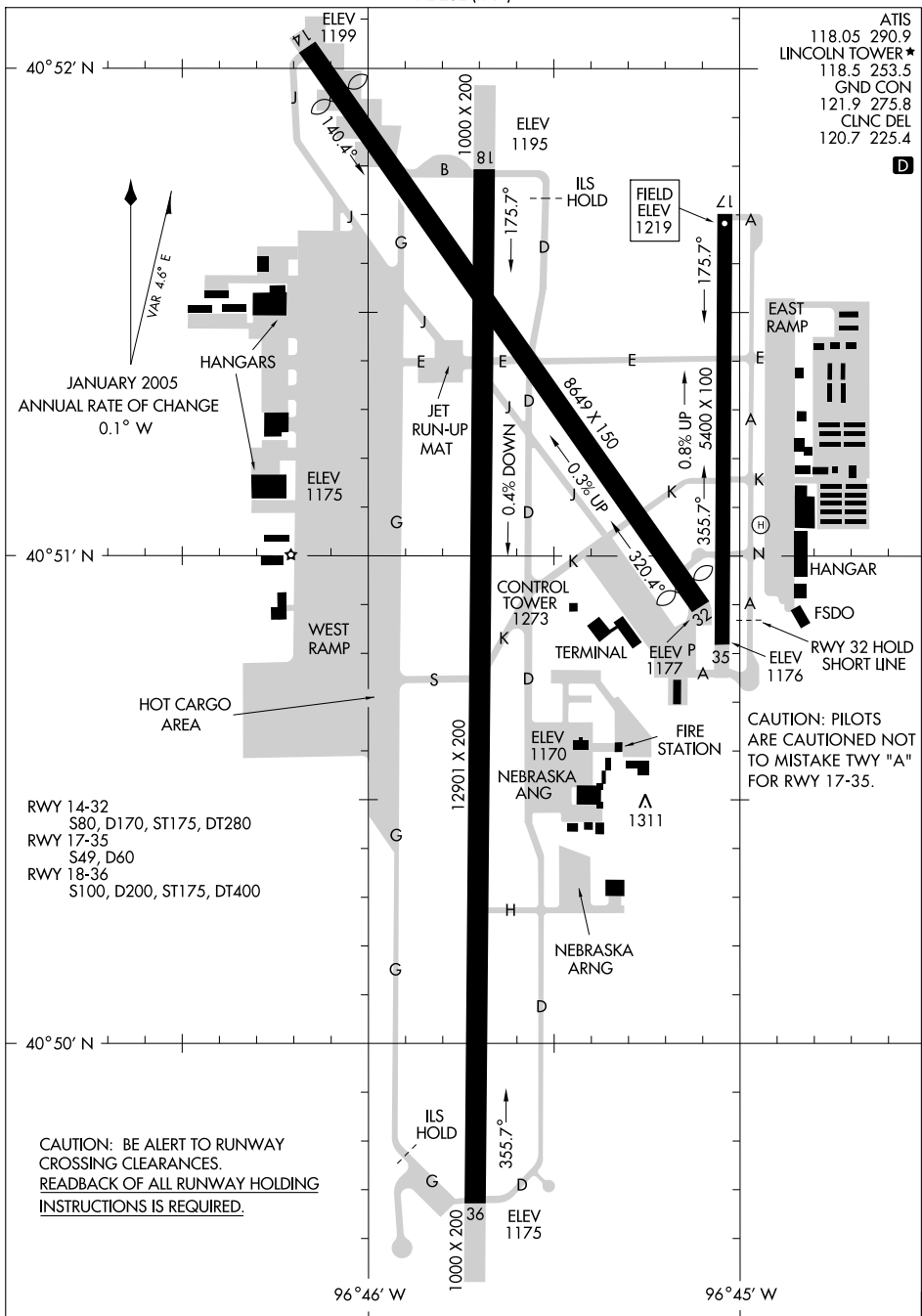


ADF REQUIRED

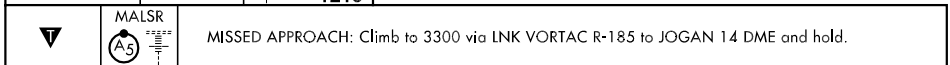


CATEGORY	A	B	C	D
S-14	2840-1 427 (500-1)	2940-1 527 (600-1)	2840-1½ 427 (500-1½)	2840-1½ 427 (500-1½)
CIRCLING	2840-1 427 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

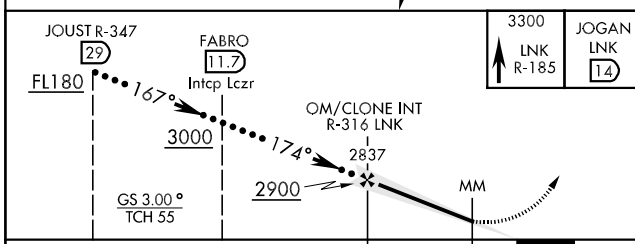
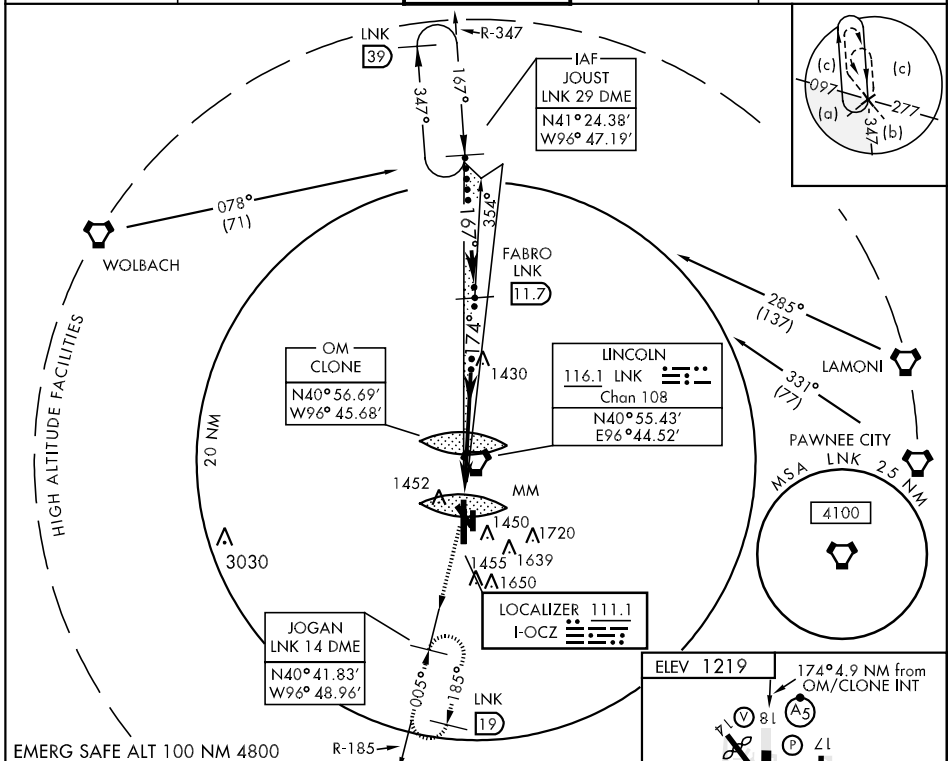




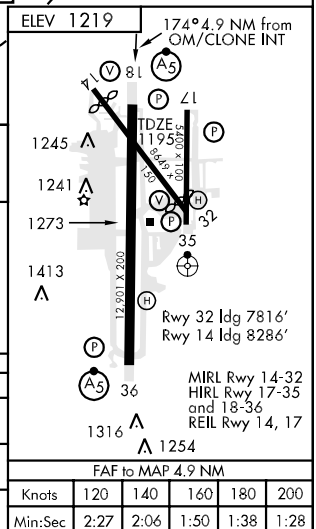
LOC I-OCZ 111.1	APCH CRS 174°	Rwy Idg 12,901 TDZE 1195 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)
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ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4



CATEGORY	C	D	E
S-ILS 18	1395-½ 200 (200-½)		
S-LOC 18	1720-1 525 (600-1)	1720-1¼	525 (600-1¼)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)



LOC I-LNK **109.9** APCH CRS **354°** Rwy ldg **12,901**
TDZE **1175**
Arpt Elev **1219**

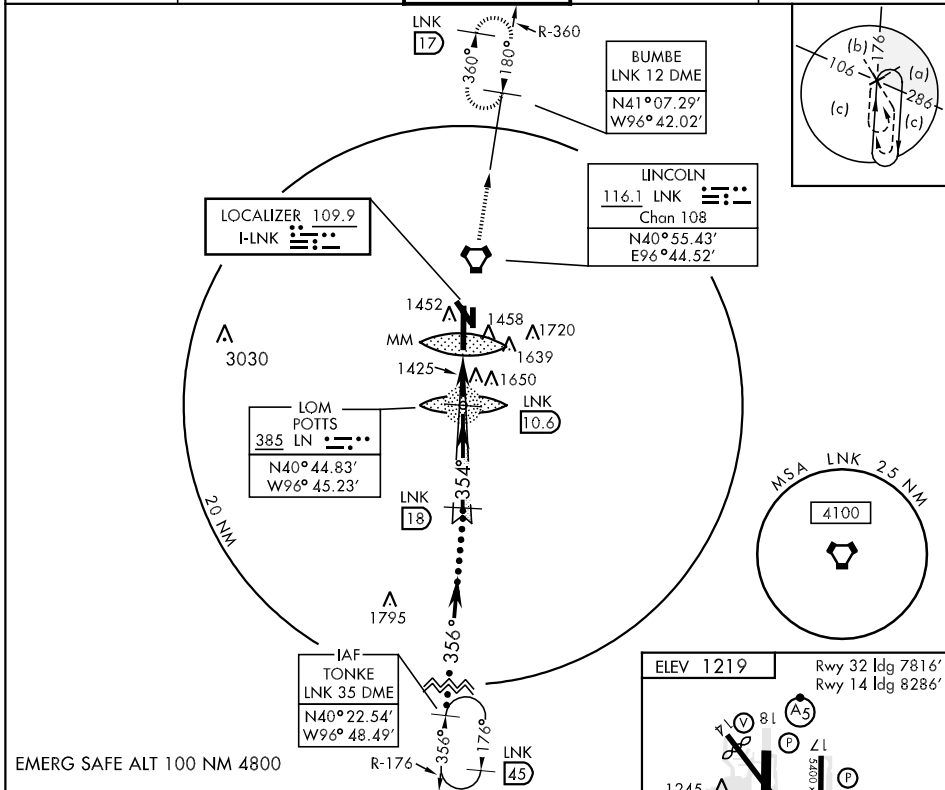
JAL-232 [USAF]

LINCOLN (KLNK)

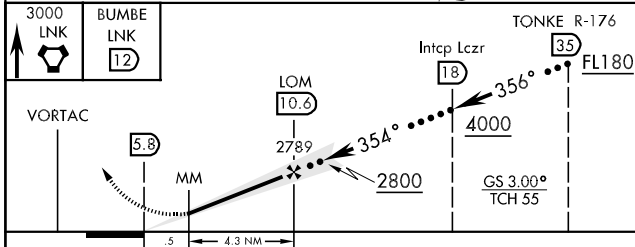


MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

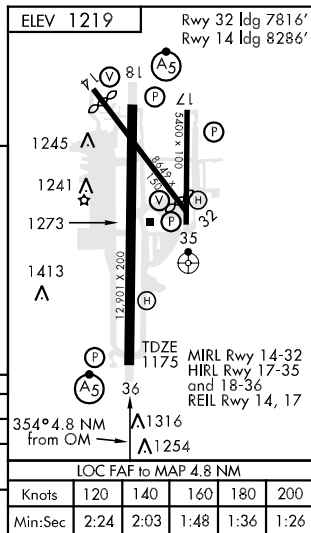
ATIS ★ 118.05 290.9	LINCOLN APP CON 124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	LINCOLN TOWER ★ 118.5 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4
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EMERG SAFE ALT 100 NM 4800





CATEGORY	C	D	E
S-ILS 36	1375/24	200	(200-1/2)
S-LOC 36	1620/40 445 (500-3/4)	1620/50	445 (500-1)
CIRCLING	1740-1 1/2 521 (600-1 1/2)	1780-2 561 (600-2)	2020-2 3/4 801 (900-2 3/4)



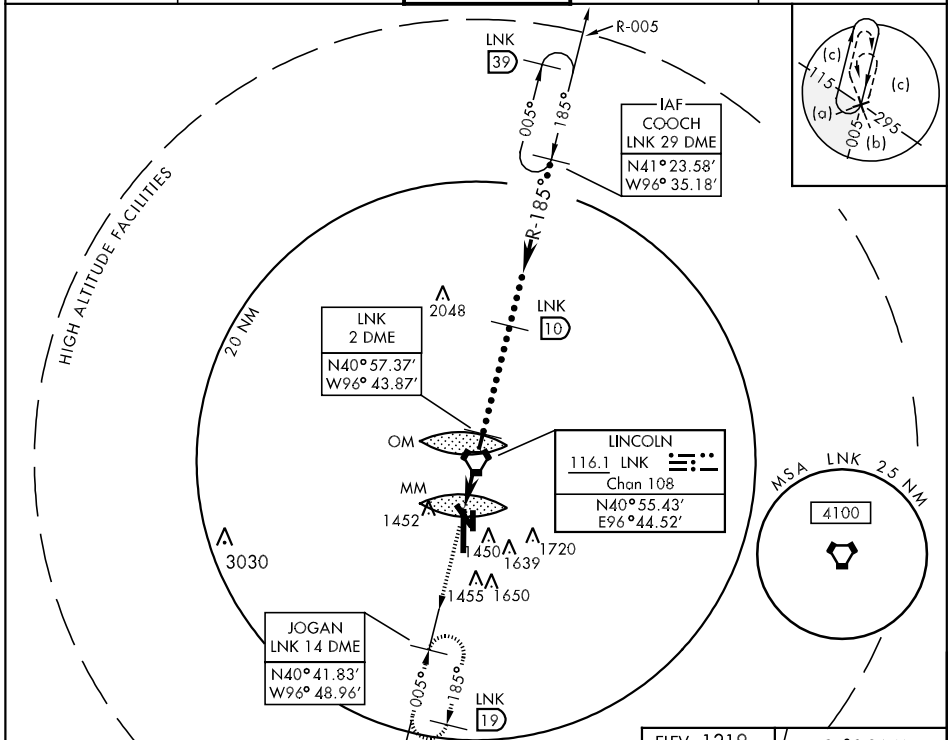
VORTAC LNK 116.1 Chan 108	APCH CRS 185°	Rwy Idg 12,901 TDZE 1195 Arpt Elev 1219
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JAL-232 [USAF]

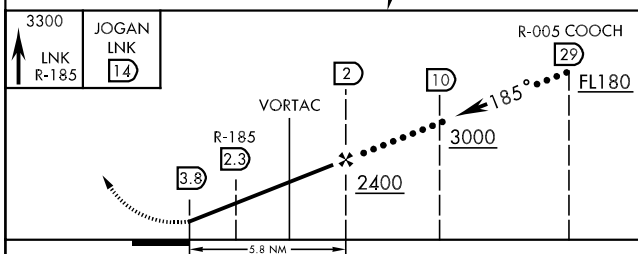
LINCOLN (KLNK)

		MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.
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ATIS ★ 118.05 290.9	LINCOLN APP CON 124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	LINCOLN TOWER ★ 118.5 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4
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EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-18	1720-1½ 525 (600-1½)	1720-1¾	525 (600-1¾)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

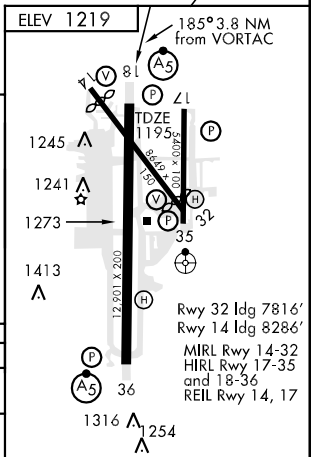
LINCOLN, NEBRASKA

40°51'N-96°46'W

LINCOLN (KLNK)

Amdt 4A 09295

HI-VOR/DME or TACAN RWY 18



VORTAC LNK 116.1 Chan 108	APCH CRS 360°	Rwy ldg 12,901 TDZE 1175 Arpt Elev 1219
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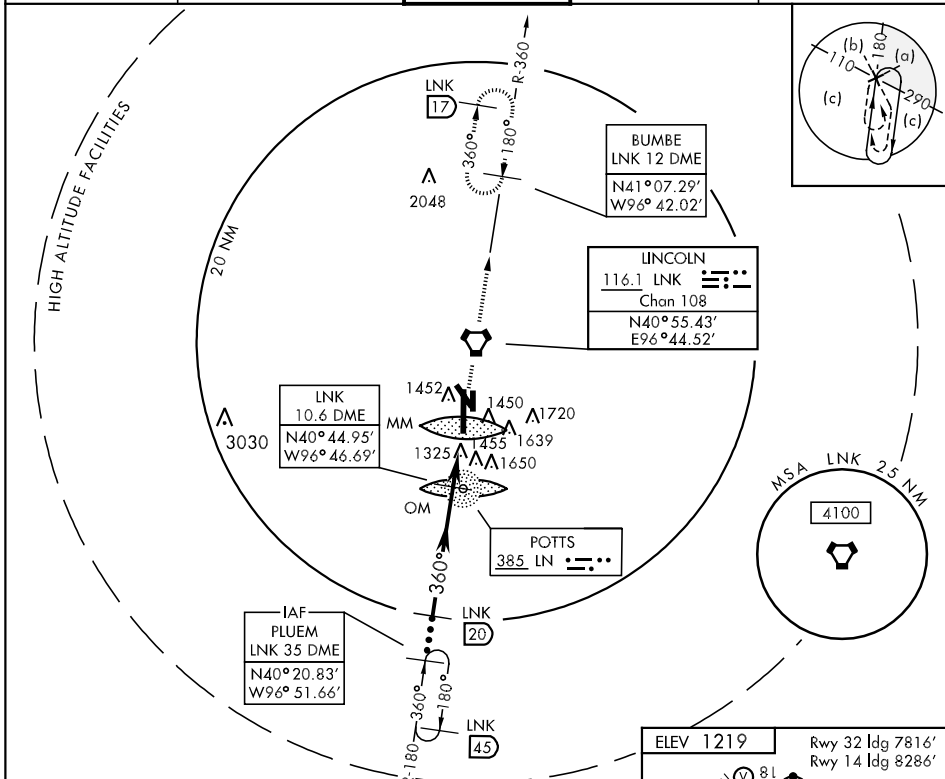
JAL-232 [USAF]

LINCOLN (KLNK)

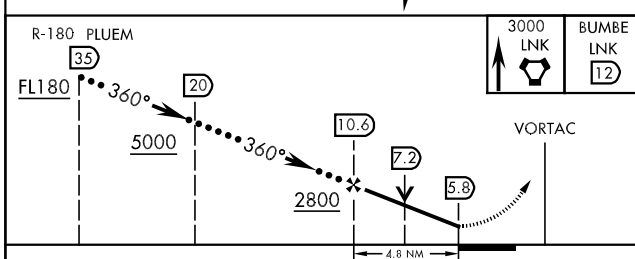


MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

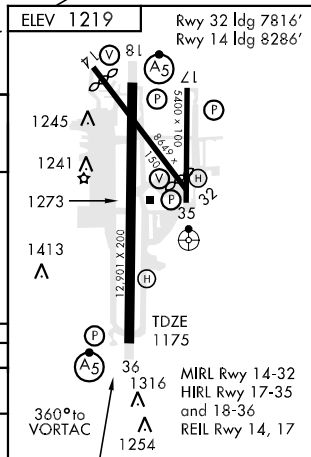
ATIS ★ 118.05 290.9	LINCOLN APP CON 124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	LINCOLN TOWER ★ 118.5 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4
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EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-36	1680/50	505 (600-1)	1680/60 505 (600-1½)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)



ILS or LOC RWY 18
LINCOLN (LNK)

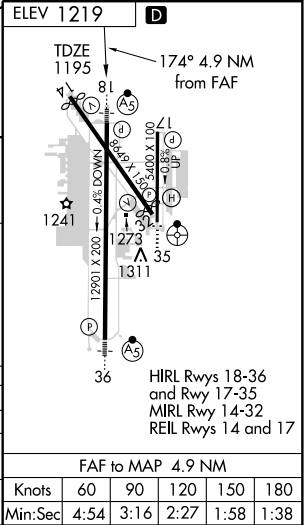
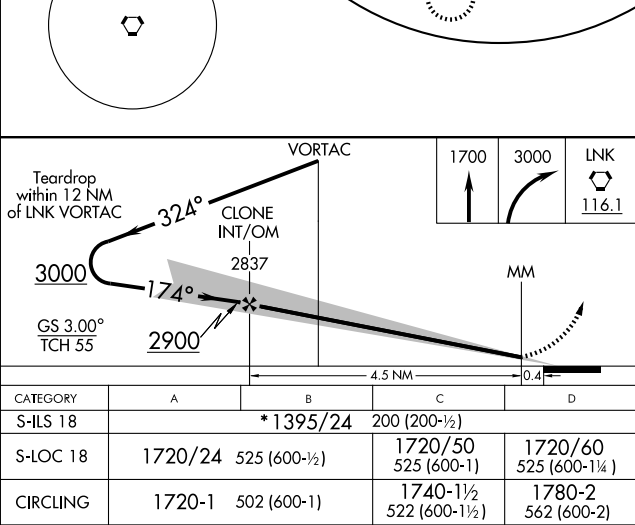
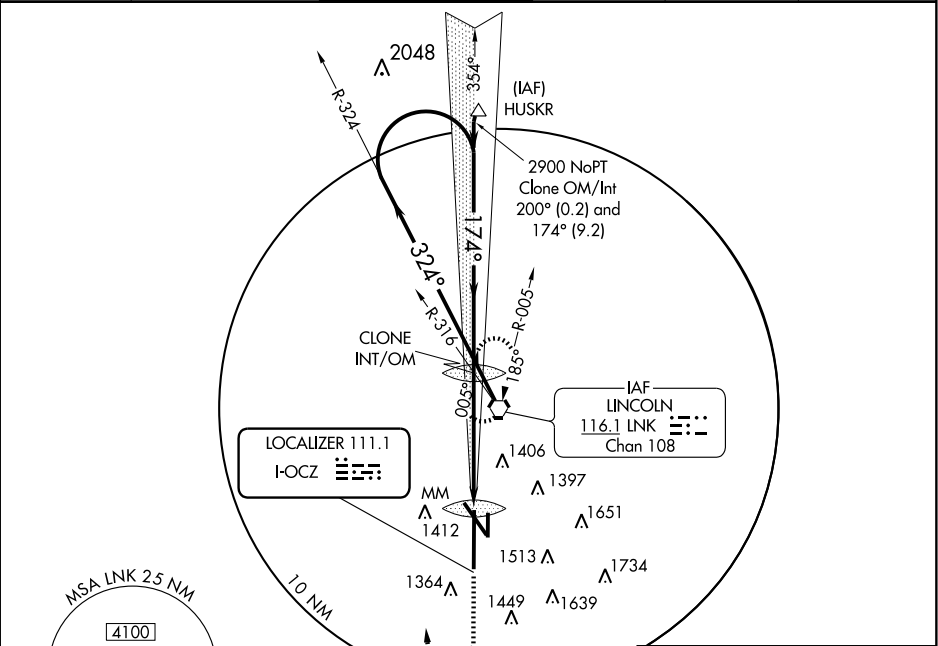
LOC I-OCZ	APP CRS	Rwy Idg	12901
111.1	174°	TDZE	1195
		Apt Elev	1219



* RVR 1800 authorized with the use of FD or AP or HUD to DA.

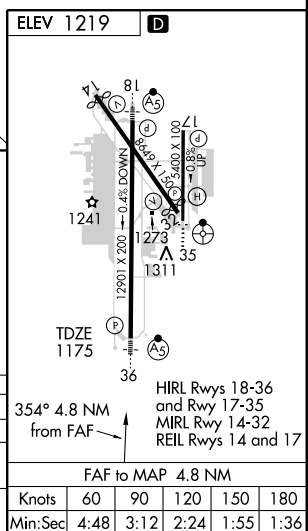
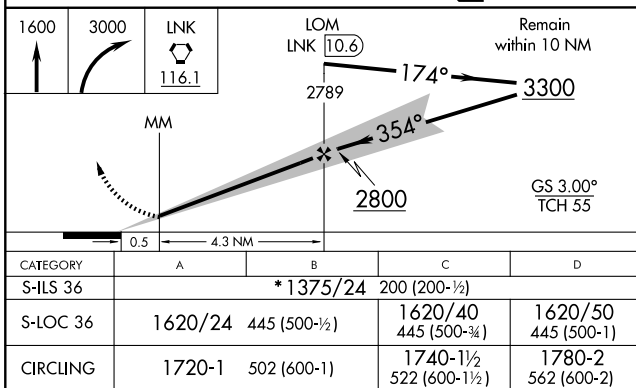
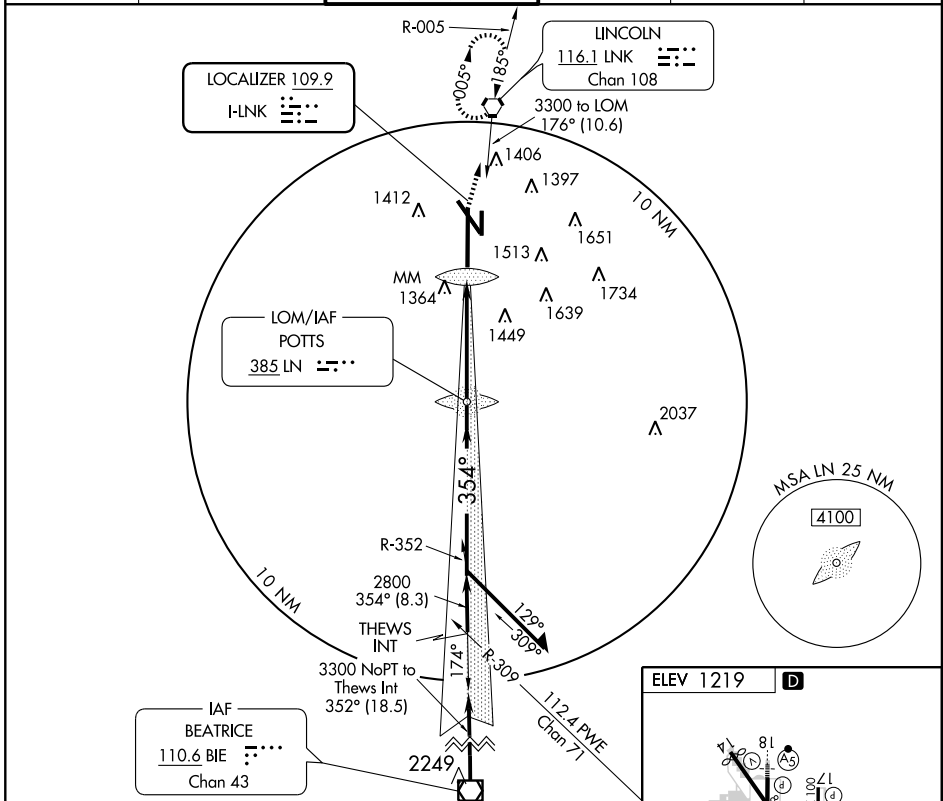


MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON*	LINCOLN TOWER*	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95



 * RVR 1800 authorized with the use of FD or AP or HUD to DA.			MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LNK VORTAC and hold.		
ATIS 118.05 290.9	LINCOLN APP CON ★ 124.0 270.3	LINCOLN TOWER ★ 118.5 (CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95



APP CRS 139°	Rwy Idg 8276 TDZE 1199 Apt Elev 1219
------------------------	---

RNAV (GPS) RWY 14

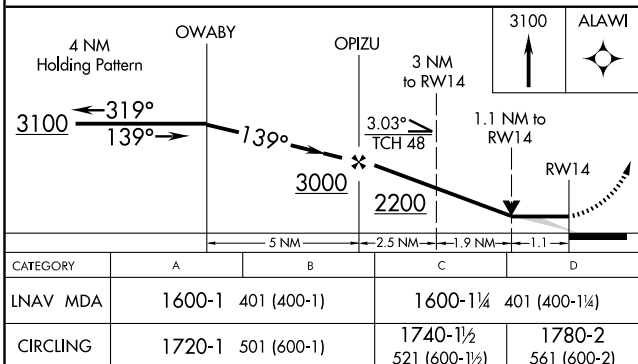
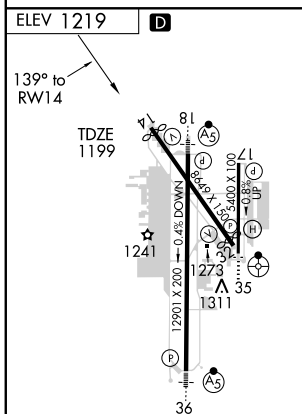
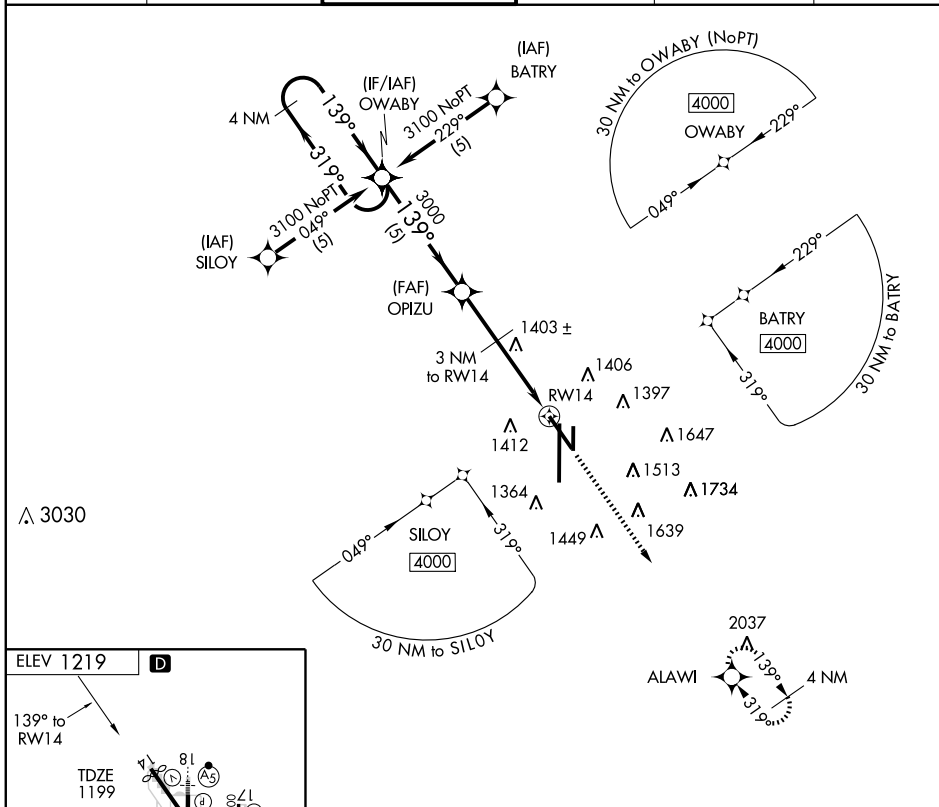
LINCOLN (LNK)



GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.


MISSED APPROACH: Climb to 3100 direct ALAWI WP and hold.


ATIS	LINCOLN APP CON ★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95



HIRL Rwy 18-36
and Rwy 17-35
MIRL Rwy 14-32
REIL Rwy 14 and 17

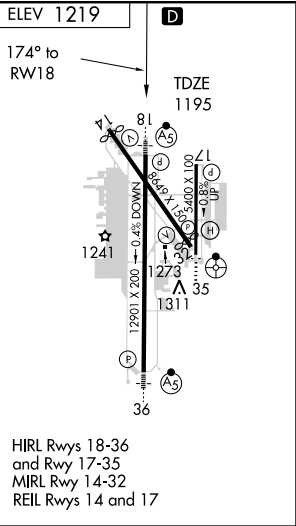
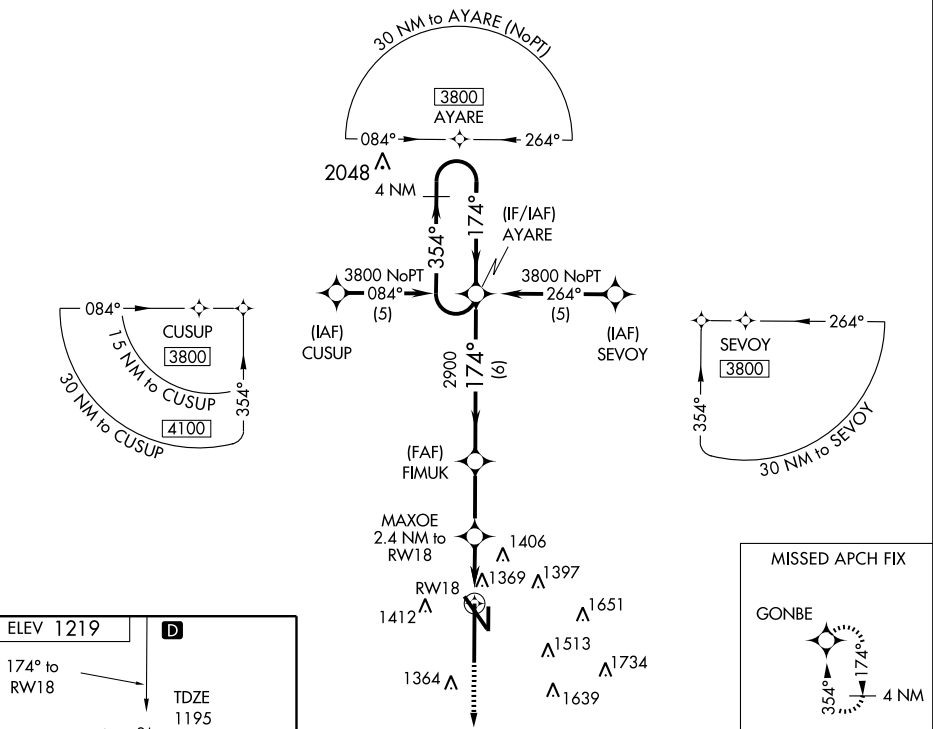
NC-2. 22 OCT 2009 to 19 NOV 2009

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet, increase all visibilities 1 mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MALSR



MISSED APPROACH: Climb to 3700 direct GONBE and hold.

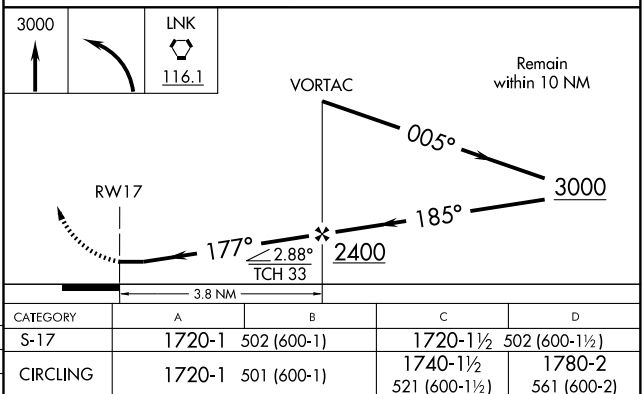
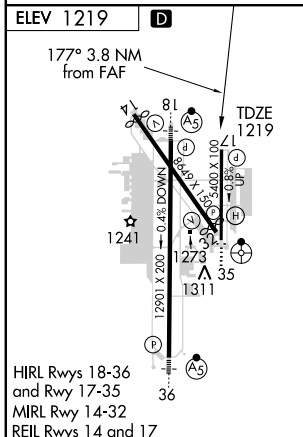
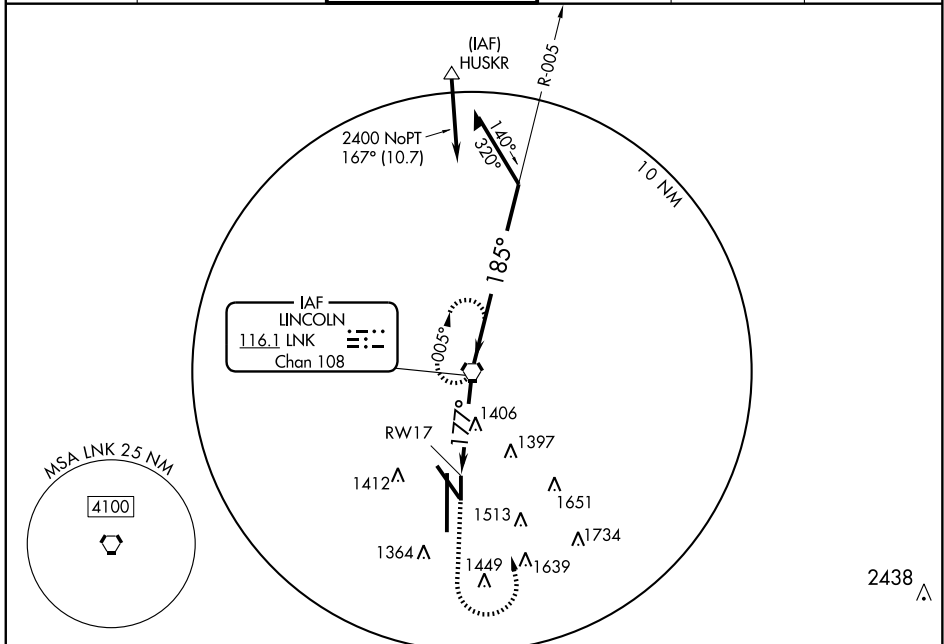
ATIS	LINCOLN APP CON *	LINCOLN TOWER *	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95



4 NM Holding Pattern		AYARE	FIMUK	MAXOE 2.4 NM to RW18	3700	GONBE
3800		354°	174°	174°		
GS 3.00° TCH 55			2900	* 2000		
		6 NM	2.7 NM	0.9 NM	1.5 NM	
CATEGORY	A	B	C	D		
LPV DA	1445-24		250 (300-½)			
LNAV/VNAV DA	1720-60		525 (600-1¼)			
LNAV MDA	1720-24 525 (600-½)		1720-50 525 (600-1)		1720-60 525 (600-1¼)	
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)		1820-2 601 (700-2)	

NC-2 22 OCT 2009 to 19 NOV 2009

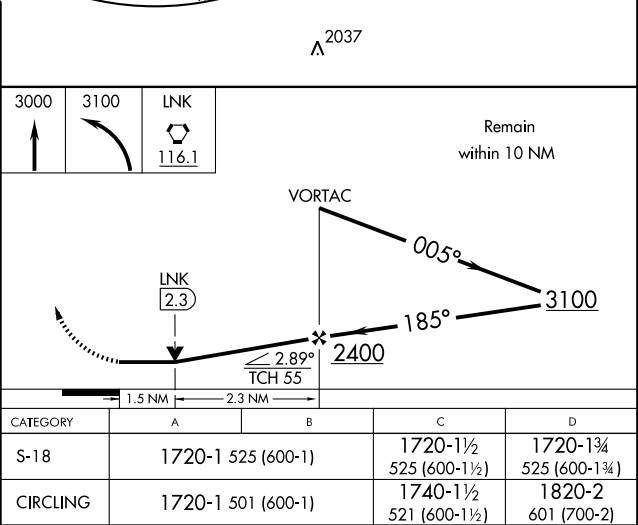
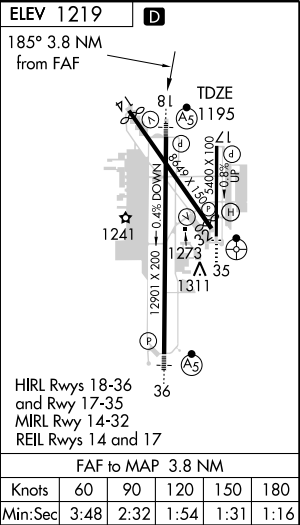
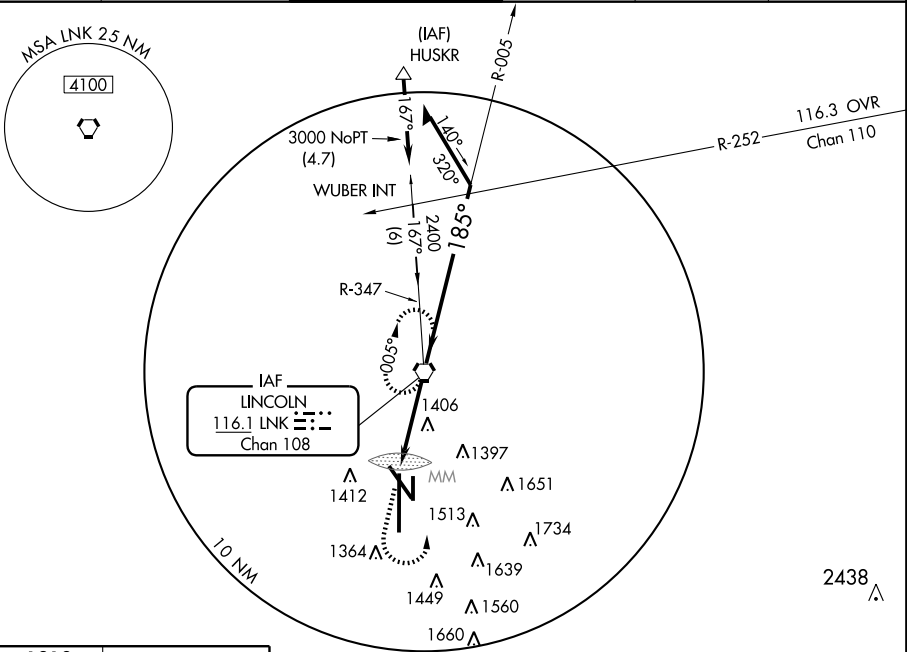
			MISSED APPROACH: Climb to 3000 then left turn direct LNK VORTAC and hold.		
ATIS 118.05 290.9	LINCOLN APP CON ★ 124.0 270.3	LINCOLN TOWER ★ 118.5 (CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95



VOR RWY 18
LINCOLN (LNK)

VORTAC LNK 116.1 Chan 108	APP CRS 185°	Rwy Idg TDZE Apt Elev 12901 1195 1219
--	------------------------	---

Inoperative table does not apply.		MALSR 	MISSED APPROACH: Climb to 3000 then climbing left turn to 3100 direct LNK VORTAC and hold.		
ATIS 118.05 290.9	LINCOLN APP CON* 124.0 270.3	LINCOLN TOWER* 118.5 (CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95



AIRPORT DIAGRAM

AL-5301 (FAA)

MC COOK RGNL (MCK)
MC COOK, NEBRASKA

ASOS
119.025
CTAF/UNICOM
122.8

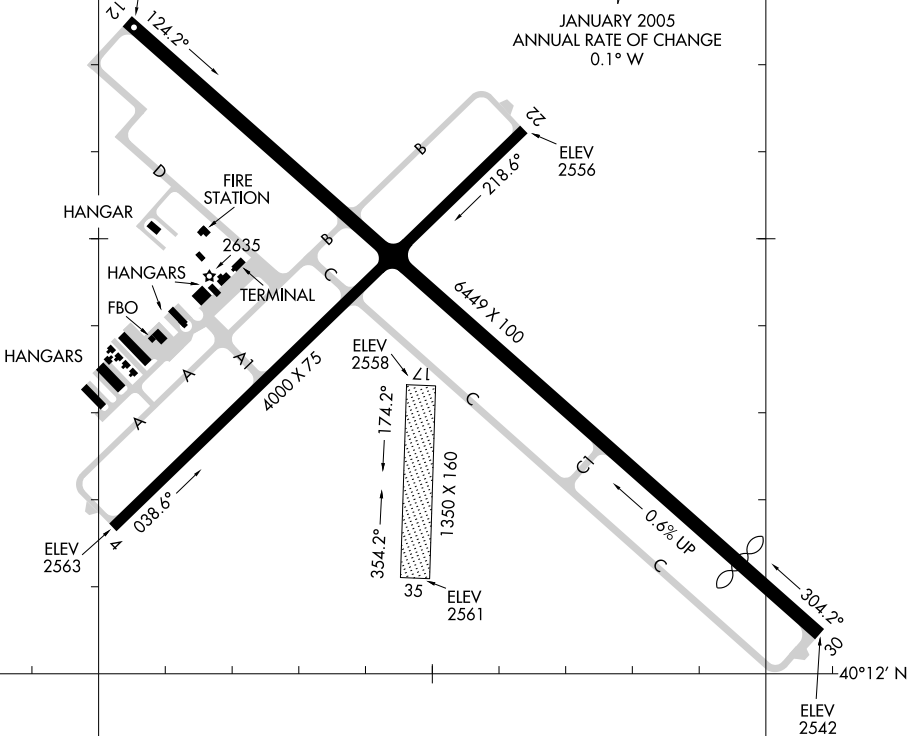
D

40°13' N

FIELD
ELEV
2583



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W



NC-2, 22 OCT 2009 to 19 NOV 2009

RWY 04-22
S30, D38
RWY 12-30
S30, D38

100°36' W

100°35' W

LOC/DME I-MCK

110.95

Chan 46 (Y)

APP CRS

123°

Rwy Idg

6449

TDZE

2583

Apt Elev

2583

⚠

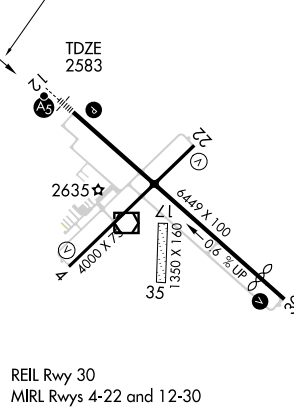
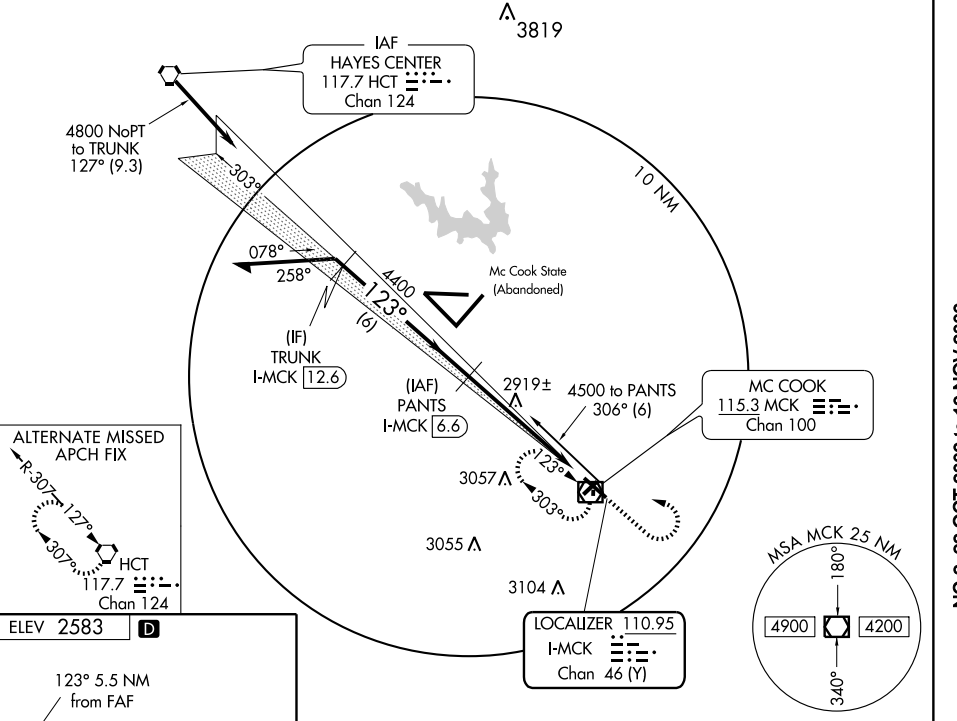
⚠

Circling to Rwy 22 NA at night. When local altimeter setting not received, use Imperial Muni altimeter setting and increase DA 213 feet and S-ILS 12 all visibilities ½ mile; increase all MDAs 220 feet and S-LOC 12 and circling visibilities Cats A and B ¼ mile, Cat C 1 mile. VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, when using Imperial Muni altimeter setting increase S-ILS 12 all visibilities to 1½, and S-LOC 12 Cat A visibility to 1.

MALSR

MISSED APPROACH: Climb to 4500 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS 119.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF)
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Remain within 10 NM			
GS 3.00° TCH 39			
CATEGORY	A	B	D
S-ILS 12	2783-½ 200 (200-½)		
S-LOC 12	3180-½ 597 (600-½)		3180-1 597 (600-1)
CIRCLING	3180-1 597 (600-1)		3180-1½ 597 (600-1½)

NC-2 22 OCT 2009 to 19 NOV 2009

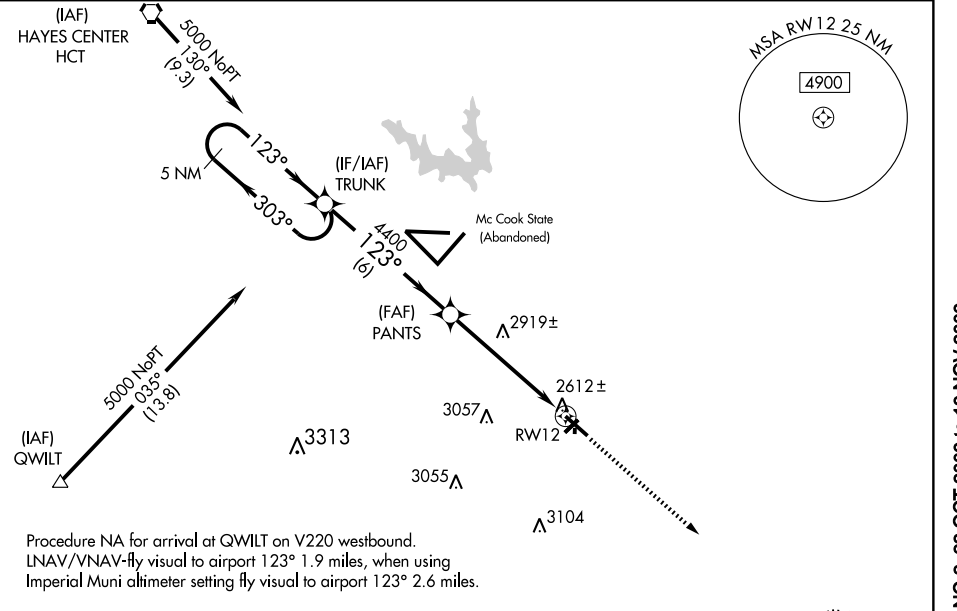
WAAS CH 50118 W12A	APP CRS 123°	Rwy Idg TDZE Apt Elev	6449 2583 2583
--	------------------------	-----------------------------	---

⚠ Circling to Rwy 22 NA at night. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1 ¾ and LNAV visibility Cat A to 1. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all DAs 213 feet, and LPV all Cats visibility ¾ mile, LNAV/VNAV Cat C visibility ½ mile; increase all MDAs 220 feet, and LNAV and circling visibility Cats A and B ¼ mile, Cat C 1 mile.

MALSR

MISSED APPROACH:
Climb to 5000 direct
OPUXE and hold.

ASOS 119.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
------------------------	--------------------------------------	--



Procedure NA for arrival at QWILT on V220 westbound.
LNAV/VNAV-fly visual to airport 123° 1.9 miles, when using
Imperial Muni altimeter setting fly visual to airport 123° 2.6 miles.

ELEV 2583 **D**

REIL Rwy 30
MIRL Rwy 4-22 and 12-30

5 NM Holding Pattern

GS 3.00° TCH 39

TRUNK

*LNAV only.

5000

OPUXE

5000

←303°

123°→

123°

PANTS

* 1.8 NM to RWY 12

RWY 12

4400

6 NM

3.7 NM

1.8

CATEGORY	A	B	C	D
LPV DA	2840-½ 257 (300-½)			NA
LNAV/VNAV DA	3240-2 657 (700-2)			NA
LNAV MDA	3180-½ 597 (600-½)		3180-1 597 (600-1)	NA
CIRCLING	3180-1 597 (600-1)		3180-½ 597 (600-½)	NA

APP CRS 218°	Rwy Idg TDZE Apt Elev	4000 2565 2583
------------------------	-----------------------------	---

RNAV (GPS) RWY 22

MC COOK RGNL (MCK)

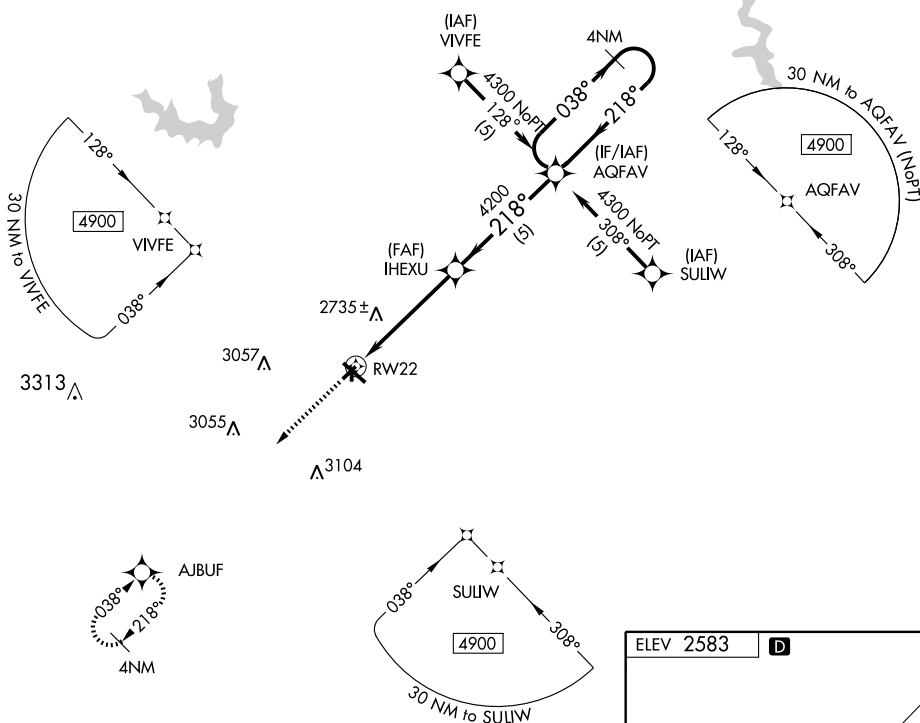
ANA

GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.


MISSED APPROACH: Climb to 5000 via 218° course to AJBUF and hold.

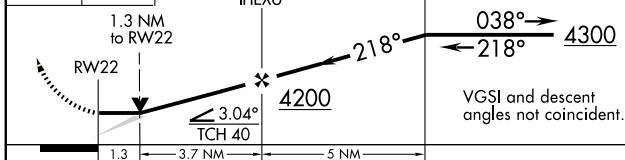
ASOS
119.025DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) **L**



NC-2. 22 OCT 2009 to 19 NOV 2009

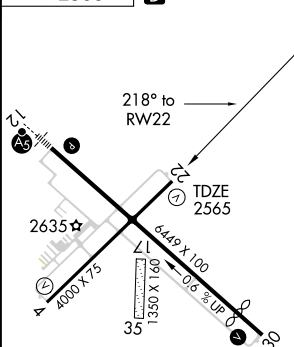
5000 ↑ CRS 218°	AJBUF 
-----------------------	--



CATEGORY	A	B	C	D
LNAV MDA	3000-1 435 (500-1)		3000-1¼ 435 (500-1¼)	NA
CIRCLING	3040-1 457 (500-1)		3040-1½ 457 (500-1½)	NA

ELEV 2583

D



REIL Rwy 30
MIRL Rwys 4-22 and 12-30

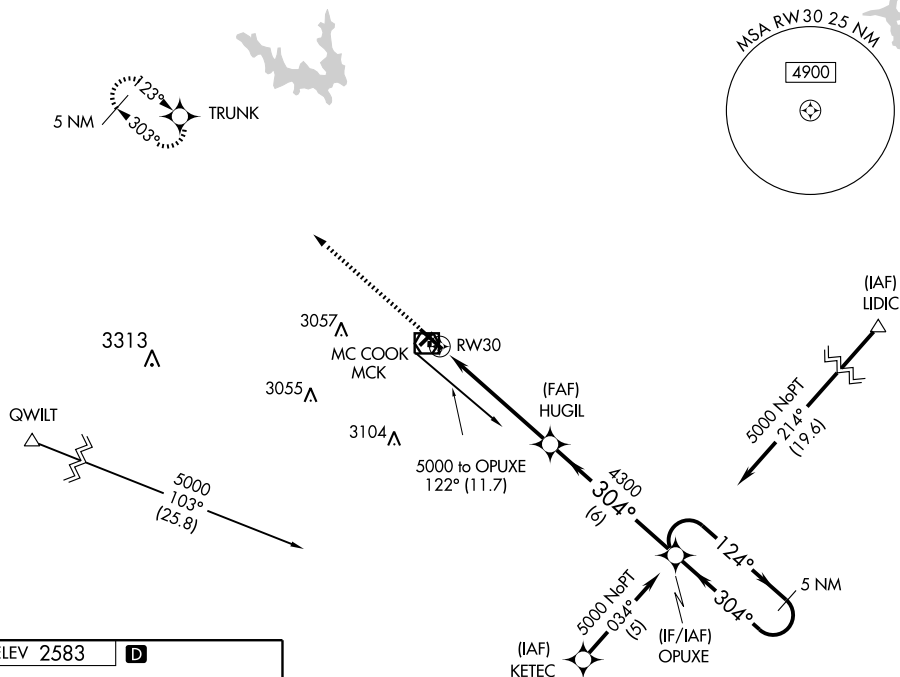

WAAS CH 56218 W30A	APP CRS 304°	Rwy Idg 5699 TDZE 2558 Apt Elev 2583
--	------------------------	---

RNAV (GPS) RWY 30

MC COOK RGNL (MCK)

A BARO-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter not received, use Imperial Muni altimeter setting and increase all DAs/MDAs 220 feet. BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. Circling to Rwy 3 and 21 NA at night.

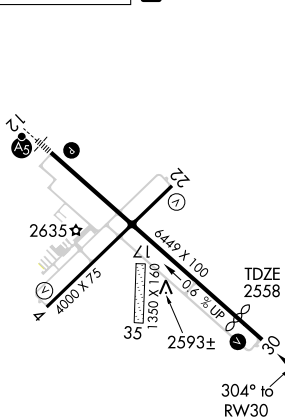
MISSED APPROACH.
Climb to 5000 direct
TRUNK and hold.

ASOS
119.025DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) 

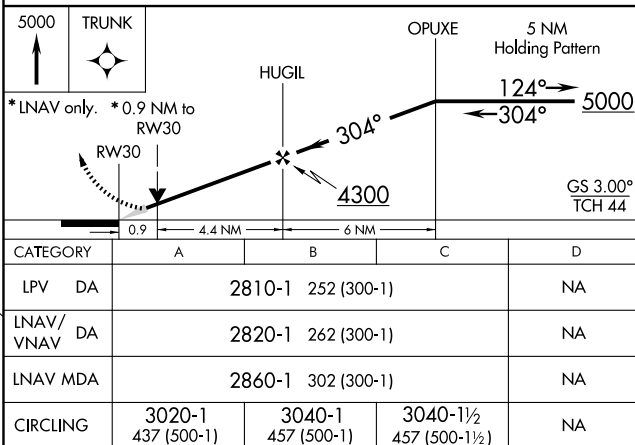
NC-2: 22 OCT 2009 to 19 NOV 2009

ELEV 2583

D



REIL Rwy 30
MIRL Rwy 4-22 and 12-30



VOR/DME MCK
115.3
Chan **100**

APP CRS
137°

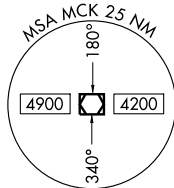
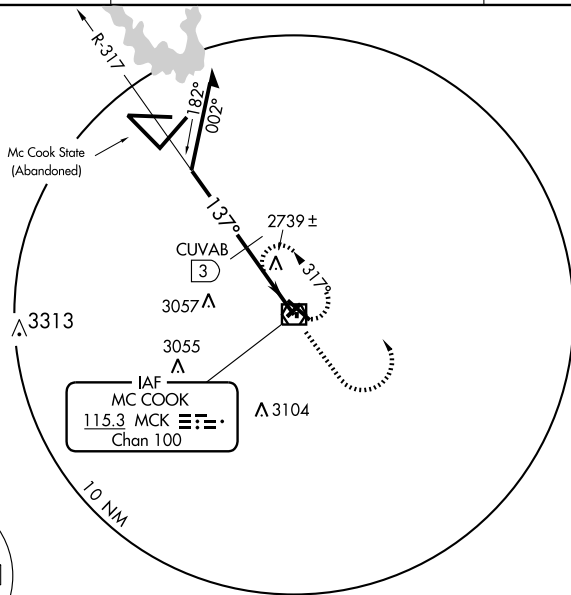
Rwy Idg	6449
TDZE	2583
Apt Elev	2583

VOR RWY 12
MC COOK RGNL (MCK)

A S-12 Cat C when using Imperial Muni altimeter setting. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet, and S-12 Cat A ¼ mile, Cat B ½ mile, Cat C ½ mile; circling Cat A ¼ mile, Cat B ½ mile; Cat C 1 mile; CUVAB fix minimums S-12 and circling Cat C ½ mile.

MALSR
A5

MISSED APPROACH: Climb to 4300 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS
119.025DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) **L**

Remain
within 10 NM

VOR/DME

4300

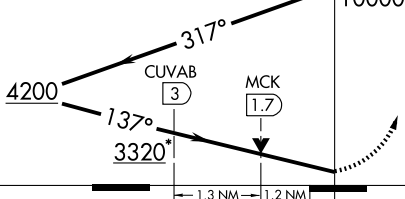
5000

MCK

10000

VGSI and descent angles
not coincident.

*3540 when using Imperial Muni altimeter setting.



CATEGORY	A	B	C	D
S-12	3320-1/2 737 (800-1/2)		3320-1 1/2 737 (800-1 1/2)	NA
CIRCLING	3320-1 737 (800-1)		3320-2 737 (800-2)	NA
CUVAB FIX MINIMUMS				
S-12	3000-1/2 417 (500-1/2)		3000-3/4 417 (500-3/4)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1 1/2 457 (500-1 1/2)	NA

ELEV 2583

D

137° to
MCK VOR/DME

TDZE

2583



7

2425★

2635 ☆

④

4000

44

1. *Journal of the American Medical Association*, 2000; 283: 2689-2694.

10. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

10. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

10. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

10. *Journal of the American Medical Association*, 2000; 284: 1039-1044.

10. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

REIL Rwy 30

MIRI Rows:

WIRE RW/S

VOR/DME MCK
115.3
Chan **100**

APP CRS
210°

Rwy Idg	4000
TDZE	2565
Apt Elev	2580

VOR RWY 22
MC COOK RGNL (MCK)

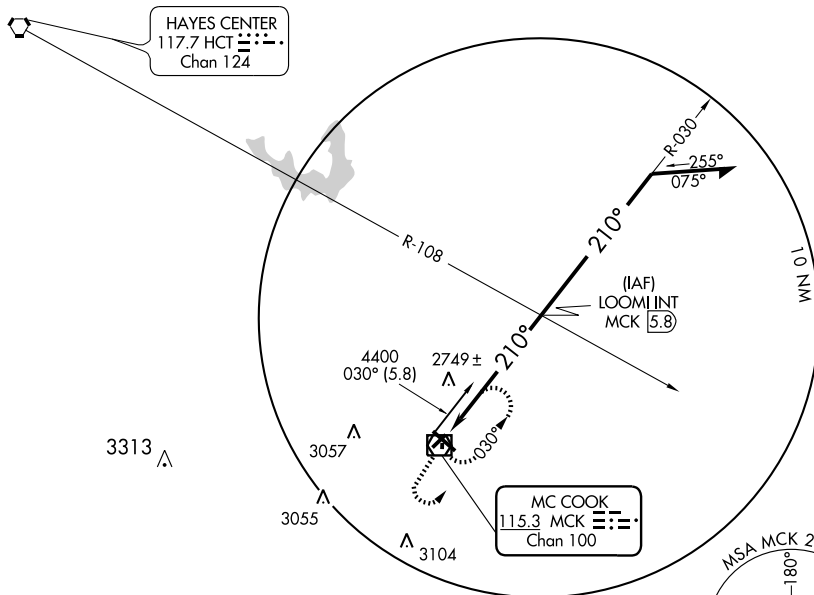
ANA

MISSED APPROACH: Climb to 4400 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS
119,025

DENVER CENTER
132.7 397.85

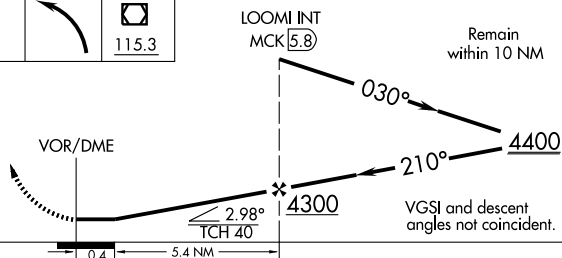
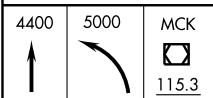
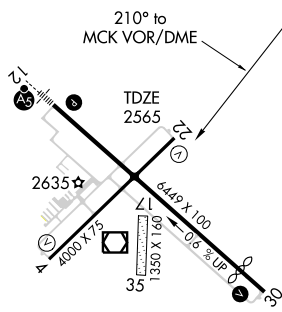
UNICOM
122.8 (CTAF) **L**



NC-2: 22 OCT 2009 to 19 NOV 2009

ELEV 2583

D



CATEGORY	A	B	D
S-22	3060-1 495 (500-1)	3060-1¼ 495 (500-1¼)	NA
CIRCLING	3060-1 477 (500-1)	3060-1½ 477 (500-1½)	NA

REIL Rwy 30
MIRL Rwys 4-22 and 12-30

VOR/DME MCK
115.3
Chan **100**

APP CRS
294°

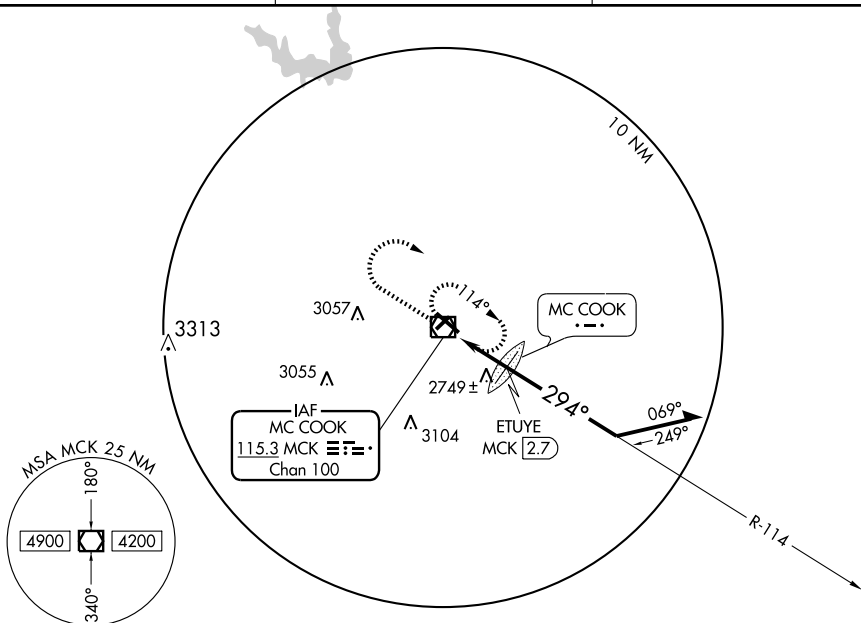
Rwy Idg	5699
TDZE	2558
Apt Elev	2583

VOR RWY 30
MC COOK RGNL (MCK)

A altimeter setting and increase all MDAs 220 feet. VDP NA when using Imperial Muni altimeter setting.

MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct MCK VOR/DME and hold.

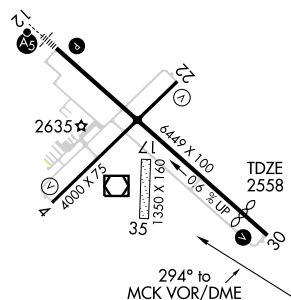
ASOS
119.025

DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) **L**

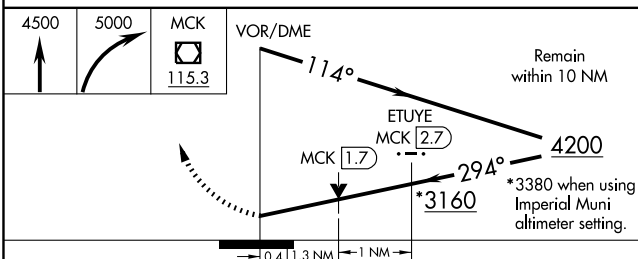
NC-2: 22 OCT 2009 to 19 NOV 2009

ELEV 2583

D



REIL Rwy 30
MIRL Rwy 4-22 and 12-30



CATEGORY	A	B	C	D
S-30	3160-1 602 (600-1)		3160-1 $\frac{3}{4}$ 602 (600-1 $\frac{3}{4}$)	NA
CIRCLING	3160-1 577 (600-1)		3160-1 $\frac{3}{4}$ 577 (600-1 $\frac{3}{4}$)	NA
ETUYE FIX MINIMUMS (DME or FM REQUIRED)				
S-30	3000-1 442 (500-1)		3000-1 $\frac{1}{4}$ 442 (500-1 $\frac{1}{4}$)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1 $\frac{1}{2}$ 457 (500-1 $\frac{1}{2}$)	NA

WAAS Ch 53714 W16A	APP CRS 159°	Rwy Idg TDZE Apt Elev	3900 2160 2160
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RNAV (GPS) RWY 16

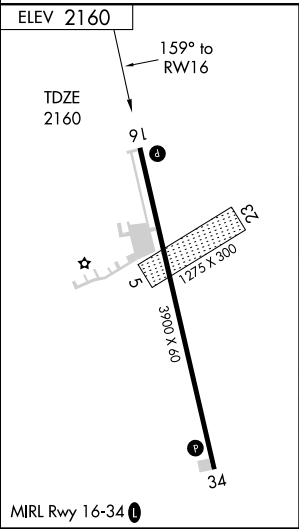
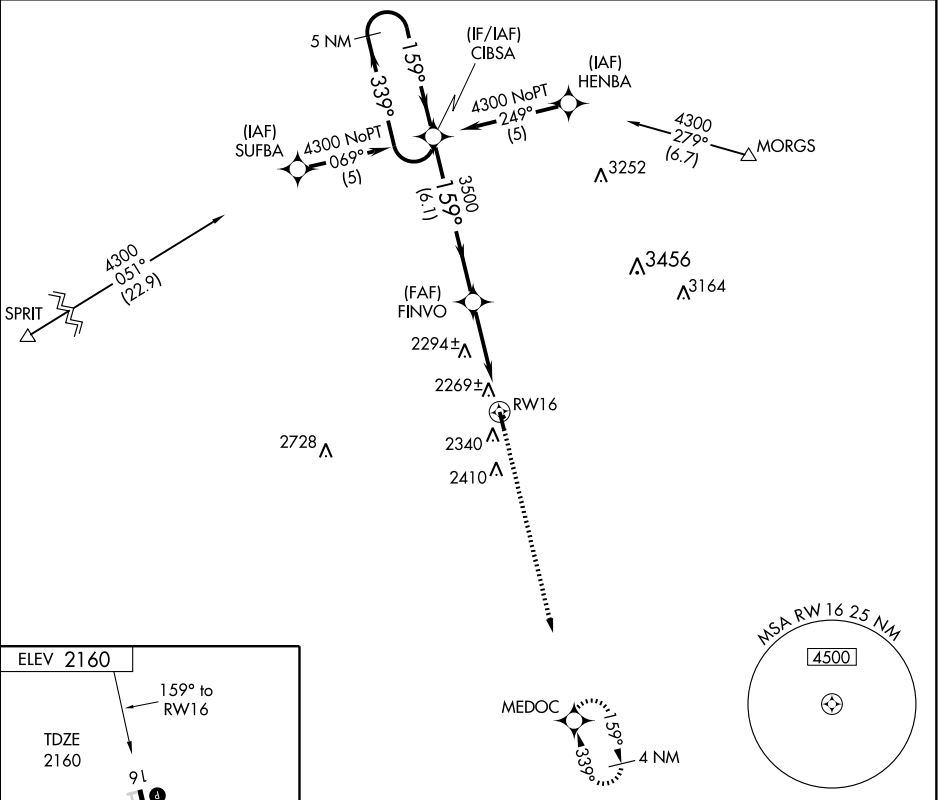
MINDEN/ PIONEER VILLAGE FIELD (0V3)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all cats visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct MEDOC and hold.

KEARNEY AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.7 (CTAF) 0
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5 NM Holding Pattern		CIBSA		3700	MEDOC
4300		339°	159°	159°	
GS 3.00° TCH 40			FINVO	3500	
		6.1 NM	4.1 NM		
CATEGORY		A	B	C	D
LPV DA		2445-1	285 (300-1)		NA
LNAV/VNAV DA		2574-1½	414 (500-1½)		NA
LNAV MDA		2580-1	420 (500-1)		NA
CIRCLING		2680-1	520 (600-1)		NA

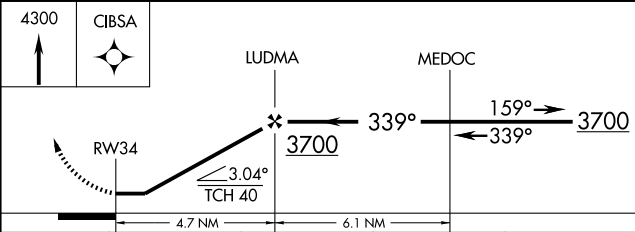
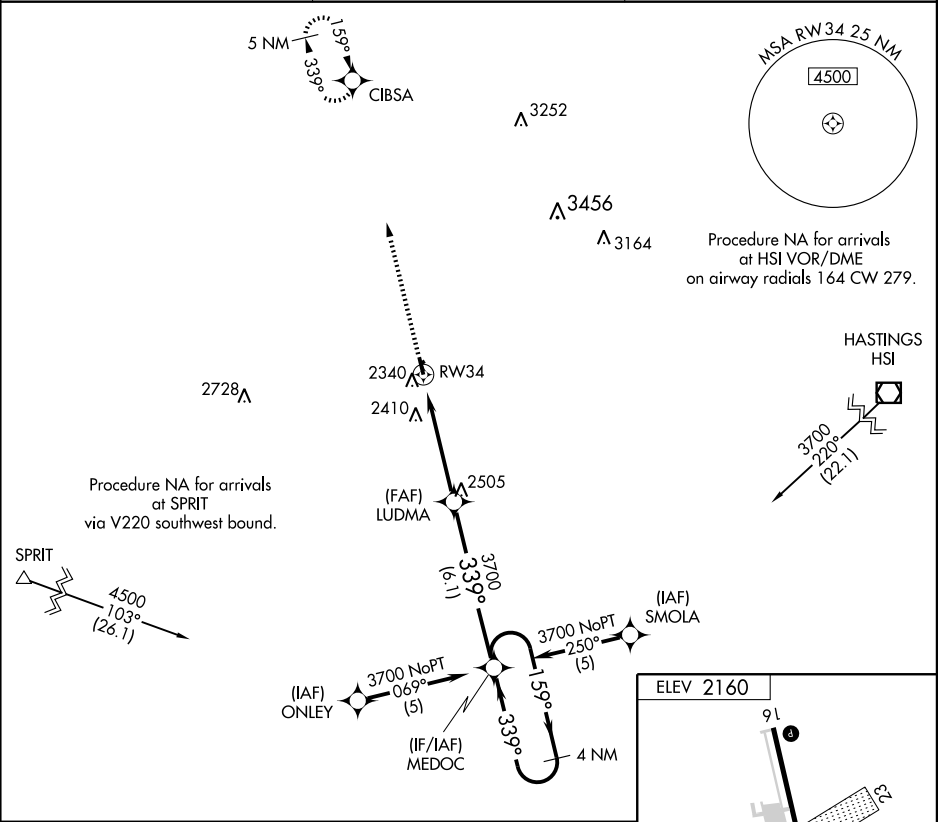
APP CRS	Rwy Idg	3900
339°	TDZE	2160
	Apt Elev	2160

RNAV (GPS) RWY 34

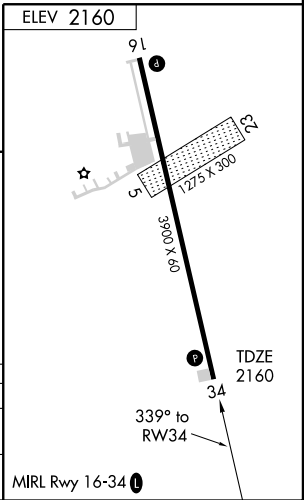
MINDEN/ PIONEER VILLAGE FIELD (ØV3)

<p>▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all MDA 40 feet.</p> <p>Δ NA</p>	<p>MISSED APPROACH: Climb to 4300 direct CIBSA and hold.</p>
---	--

KEARNEY AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.7 (CTAF) Ø
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CATEGORY	A	B	C	D
RNAV MDA	2700-1	540 (600-1)	NA	NA
CIRCLING	2700-1	540 (600-1)	NA	NA



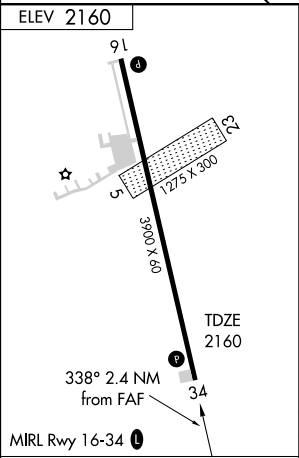
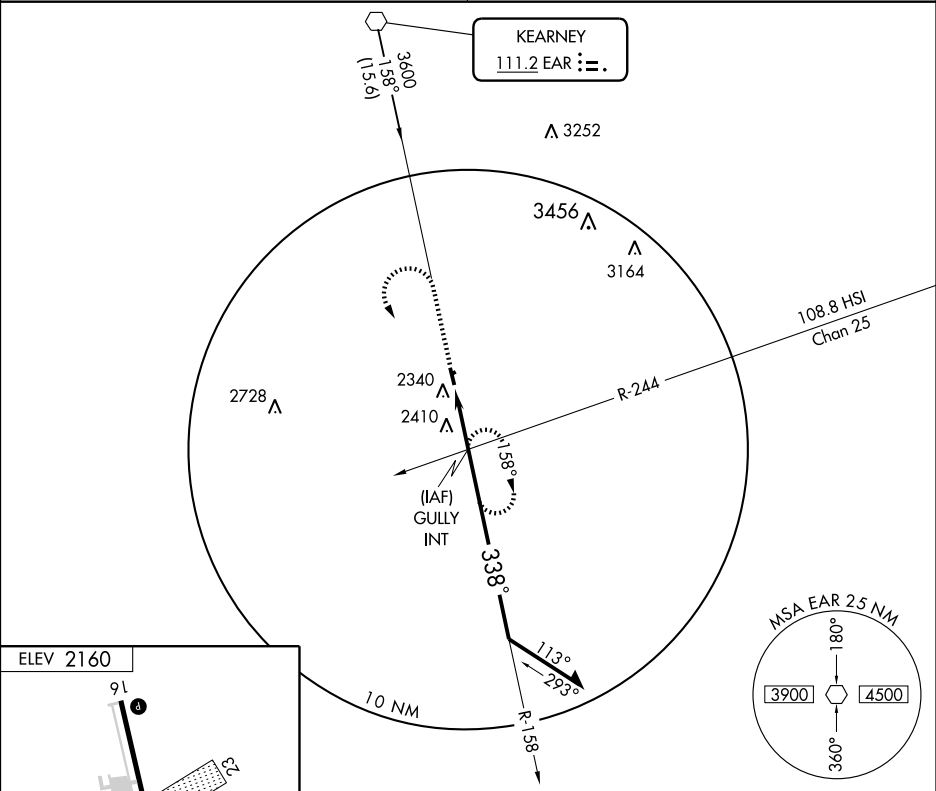
VOR RWY 34

MINDEN/PIONEER VILLAGE FIELD (V3)

VOR EAR	APP CRS	Rwy Idg	3900
111.2	338°	TDZE	2160
		Apt Elev	2160

<div><div><div></div><div>NA</div></div></div> <div>Use Kearney altimeter setting.</div>	MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 via EAR R-158 to GULLY Int and hold.
--	---

MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.7 (CTAF)
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FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

<div><div><div>3000</div><div>3600</div><div>GULLY INT</div></div><div>EAR R-158</div></div> <div><div><div>GULLY INT</div><div>3600</div></div><div>158°</div><div>338°</div><div>3000</div><div>2.4 NM</div><div>3.24° TCH 40</div><div>Remain within 10 NM</div><div>VGSI and descent angles not coincident.</div></div>				
CATEGORY	A	B	C	D
S-34	2720-1	560 (600-1)	2720-1½ 560 (600-1½)	NA
CIRCLING	2760-1	600 (700-1)	2760-1½ 600 (700-1½)	NA

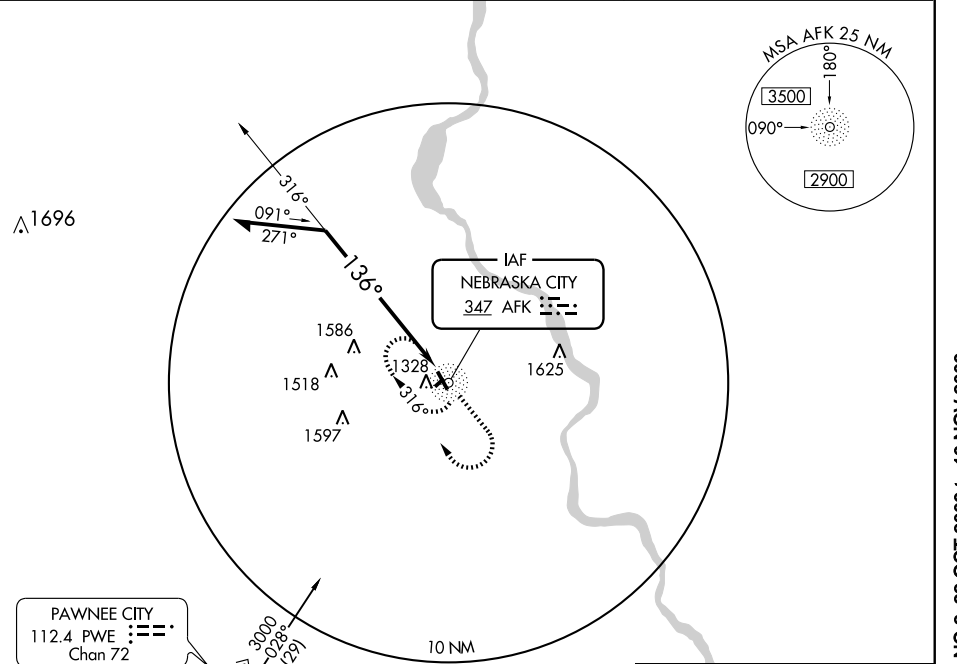
▼

▲ NA

Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct AFK NDB and hold.

AWOS-3 128.325	OMAHA APP CON 120.1 354.05	UNICOM 122.7 (CTAF) 0
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PAWNEE CITY
112.4 PWE
Chan 72

Remain within 10 NM

3000

316°

136°

NDB

3000

AFK 347

CATEGORY	A	B	C	D
S-15	1860-1	699 (700-1)	NA	
CIRCLING	1860-1	695 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-15	1980-1 819 (900-1)	1980-1 ¼ 819 (900-1 ¼)	NA	
CIRCLING	1980-1 815 (900-1)	1980-1 ¼ 815 (900-1 ¼)	NA	

ELEV 1165

136° to AFK NDB

91

TDZE 1161

4500 X 75

23

2550 X 150

1299±

MIRL Rwy 15-33 0

33

1191

Knots	60	90	120	150	180
Min:Sec					

NC-2, 22 OCT 2009 to 19 NOV 2009

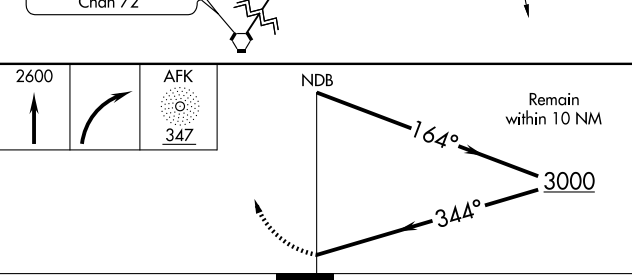
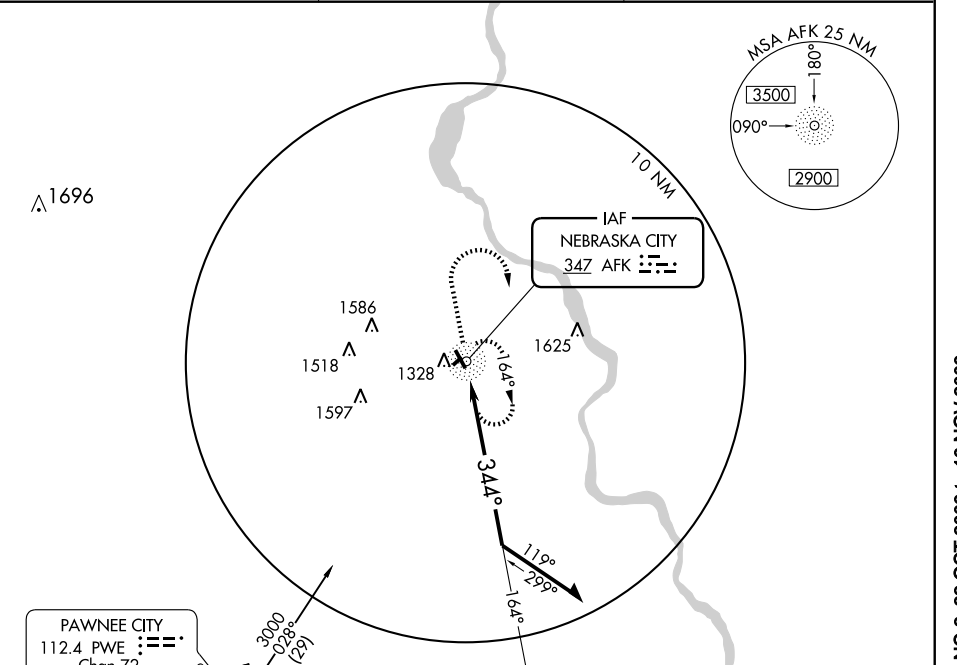
 Obtain local altimeter setting on CTA; when not received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct AFK NDB and hold.

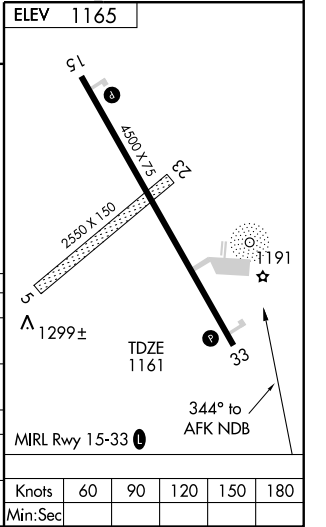
AWOS-3
128.325

OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
S-33	1840-1	679 (700-1)	NA	
CIRCLING	1840-1	675 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-33	1960-1 799 (800-1)	1960-1 ¼ 799 (800-1 ¼)	NA	
CIRCLING	1960-1 795 (800-1)	1960-1 ¼ 795 (800-1 ¼)	NA	

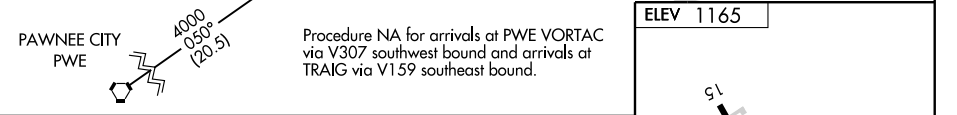
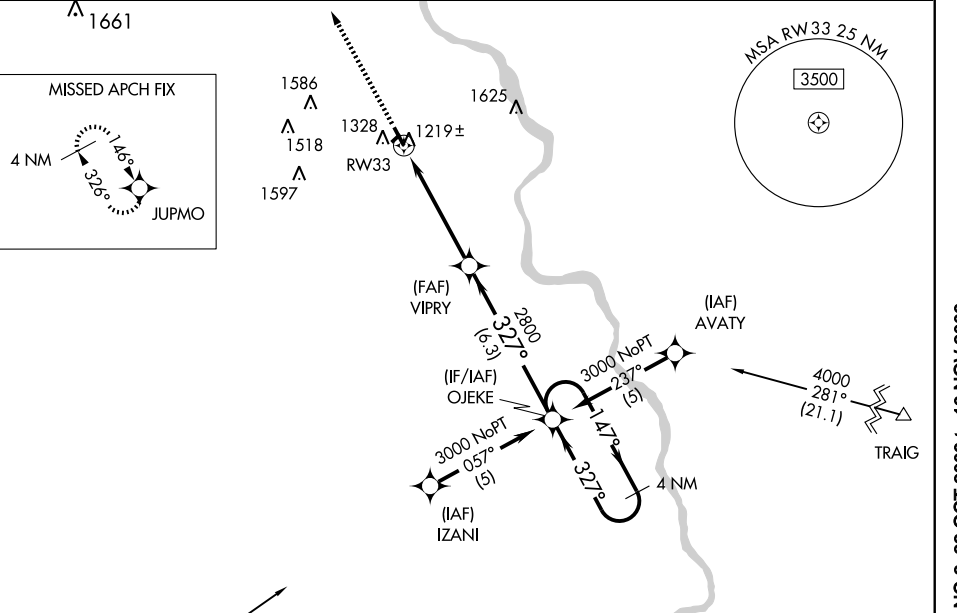


NC-2, 22 OCT 2009 to 19 NOV 2009

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 3000 direct JUPMO and hold.

AWOS-3 128.325	OMAHA APP CON 120.1 354.05	UNICOM 122.7 (CTAF) 0
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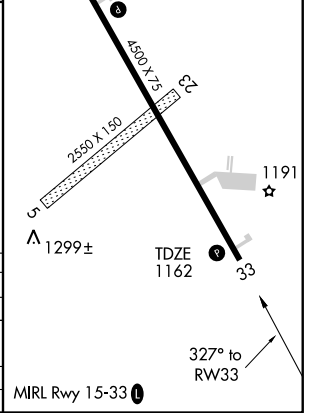


3000
↑
JUPMO

*LNAV only

RW33
 *1.2 NM to RW33
 VIPRY
 327°
 2800
 147°→
 ←327°
 3000
 GS 3.00°
 TCH 52
 4 NM Holding Pattern
 OJEKE

CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)		NA
LNAV/VNAV DA	1526-1¼	364 (400-1¼)		NA
LNAV MDA	1600-1	438 (500-1)		NA
CIRCLING	1640-1	475 (500-1)		NA



NC-2, 22 OCT 2009 to 19 NOV 2009

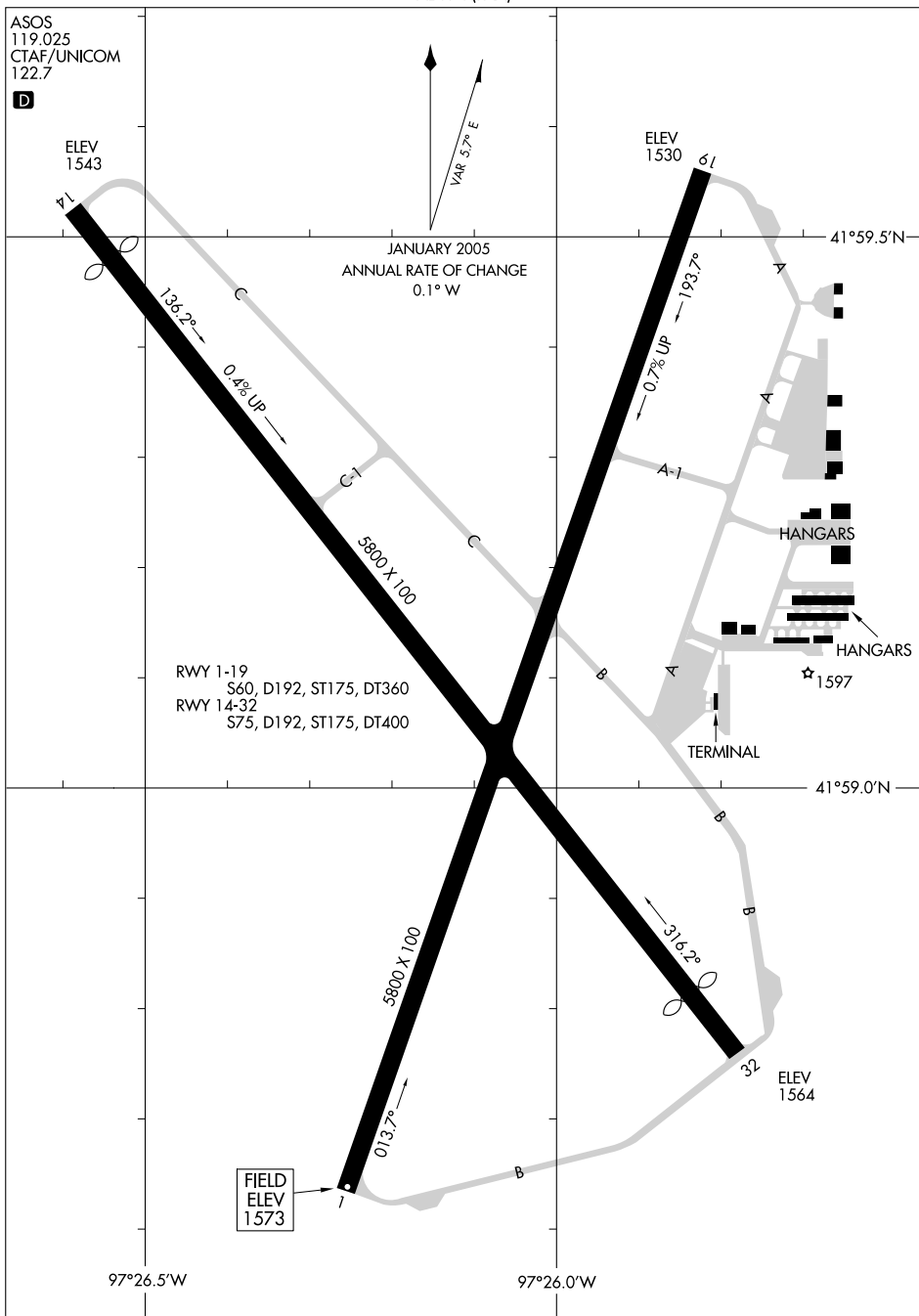
AIRPORT DIAGRAM

AL-974 (FAA)

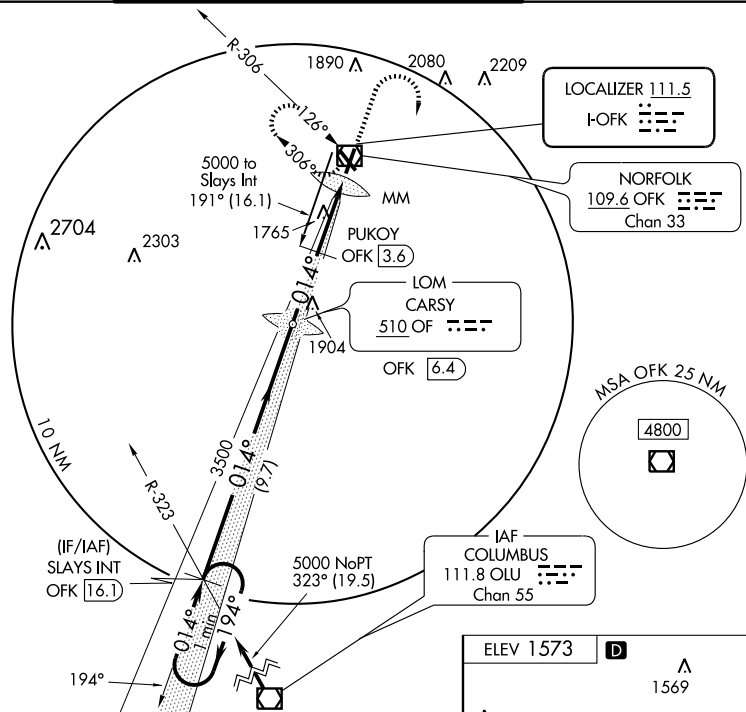
NORFOLK/KARL STEFAN MEMORIAL (OFK)
NORFOLK, NEBRASKA

ASOS
119.025
CTAF/UNICOM
122.7

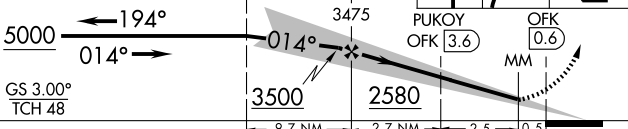
D



MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct OFK VOR/DME and hold.

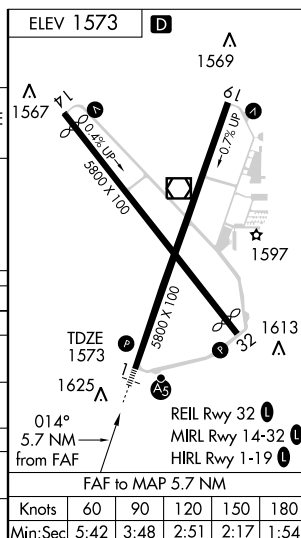
UNICOM
122.7 (CTAF) **L**

OFK
VOR/DME



CATEGORY	A	B	C	D
S-ILS-1		1773-½	200 (200-½)	NA
S-LOC-1	2160-½	587 (600-½)	2160-1 587 (600-1)	NA
CIRCLING	2160-1	587 (600-1)	2160-1½ 587 (600-1½)	NA

S-LOC-1	2020- $\frac{1}{2}$ 447 (500- $\frac{1}{2}$)	2020- $\frac{3}{4}$ 447 (600- $\frac{3}{4}$)	NA
CIRCLING	2080-1 507 (600-1)	2080-1 $\frac{1}{2}$ 507 (600-1 $\frac{1}{2}$)	NA



WAAS Chan 50120 W01A	APP CRS 011°	Rwy Idg TDZE Apt Elev 5800 1573 1573
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RNAV (GPS) RWY 1

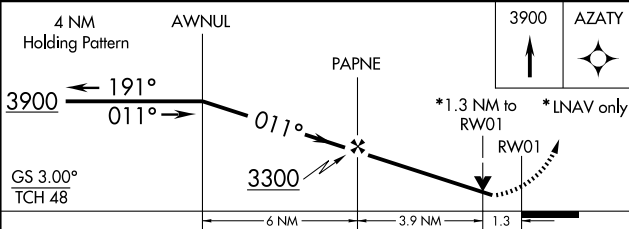
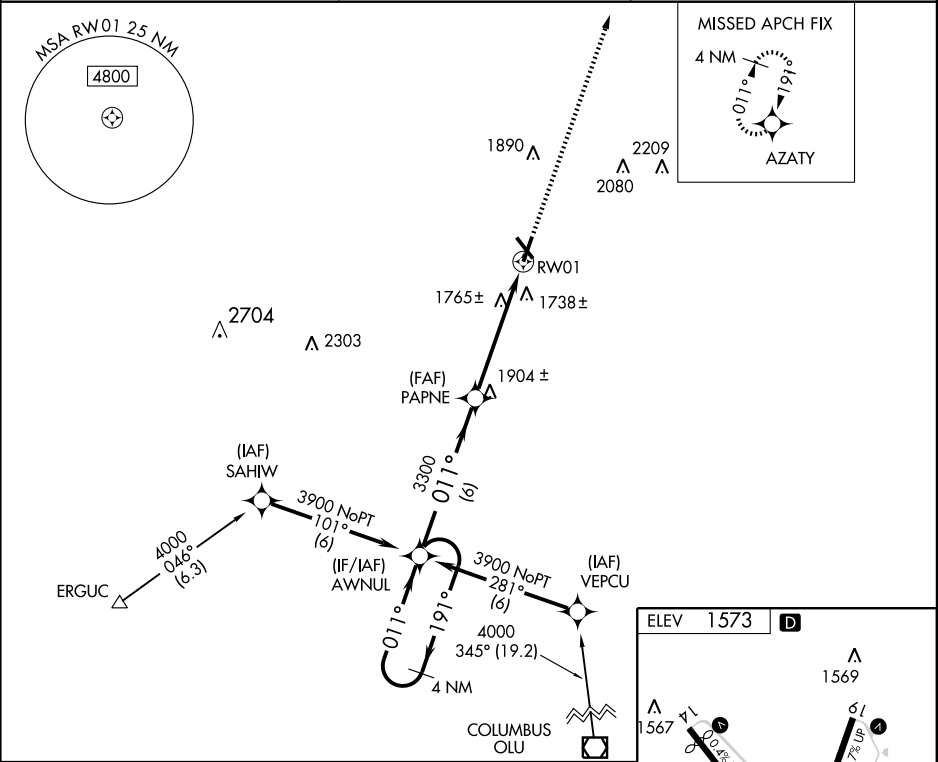
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

A DME/DME RNP- 0.3 NA. Baro-VNAV NA below -18°C (0°F).
For inoperative MALSR, increase LPV all Cats visibility to 1¼, and LNAV Cat A/B
visibility to 1.
If local altimeter setting not received, use Columbus altimeter setting and increase
all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Columbus altimeter setting.

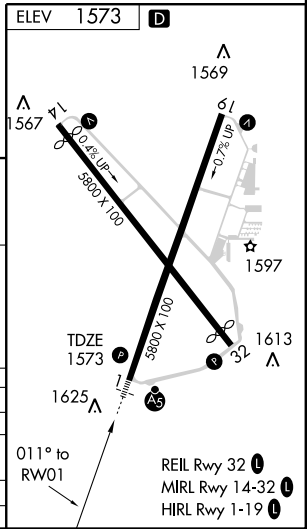
MALSR

MISSED APPROACH: Climb
to 3900 direct AZATY
and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	1950-¾	377 (400-¾)		NA
LNAV/ VNAV DA	2060-1¼	487 (500-1¼)		NA
LNAV MDA	2020-¾	447 (500-¾)		NA
CIRCLING	2060-1¾	487 (500-1¾)		NA



APP CRS
134°

Rwy Idg	5160
TDZE	1543
Apt Elev	1573

RNAV (GPS) RWY 14

NORFOLK/KARL STEFAN MEMORIAL (OFK)

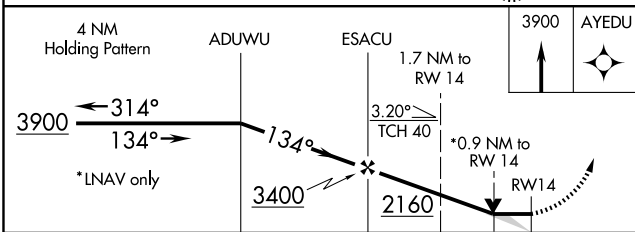
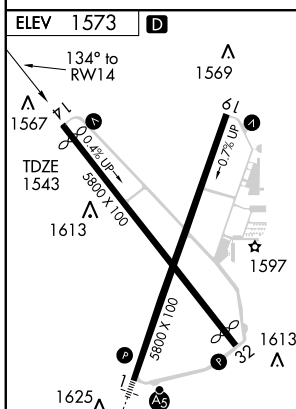
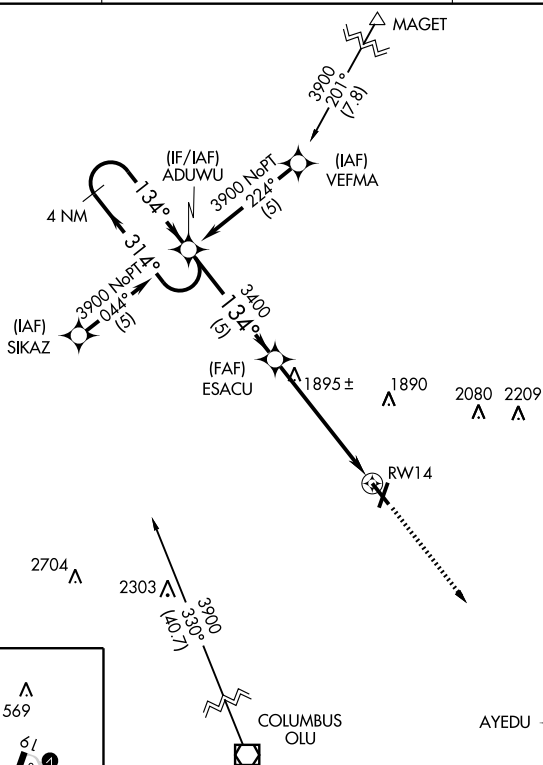
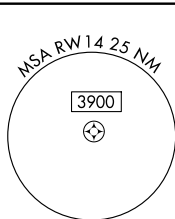
A NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900
direct AYEDU WP and hold.

ASOS
119.025

COLUMBUS RADIO
122.15

UN|COM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV/DA	NA			
LNAV MDA	1880-1	337 (400-1)	NA	
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA

REIL Rwy 32 **L**
MIRL Rwy 14-32 **L**
HIRL Rwy 1-19 **L**

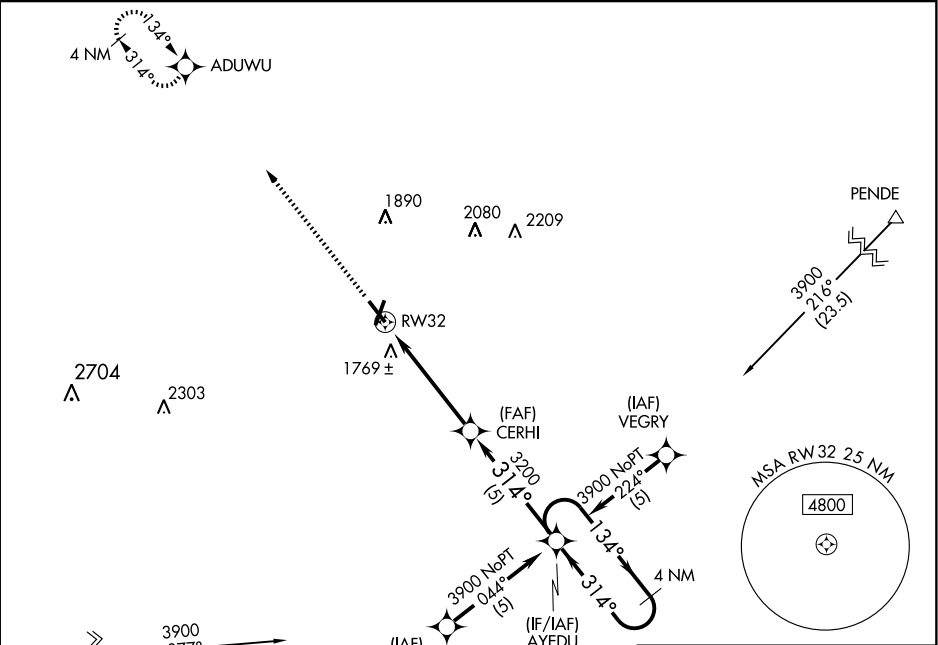
APP CRS	Rwy Idg	5160
314°	TDZE	1564
	Apt Elev	1573

RNAV (GPS) RWY 32

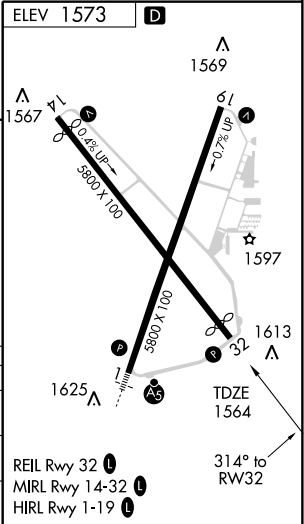
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3900 direct ADUWU WP and hold.
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ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) 0
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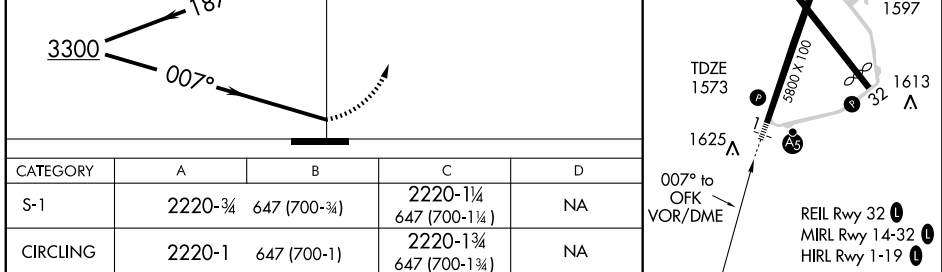
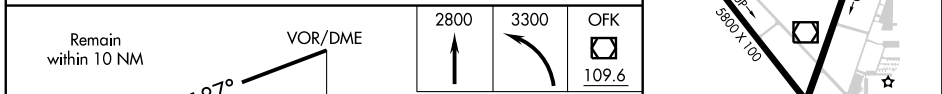
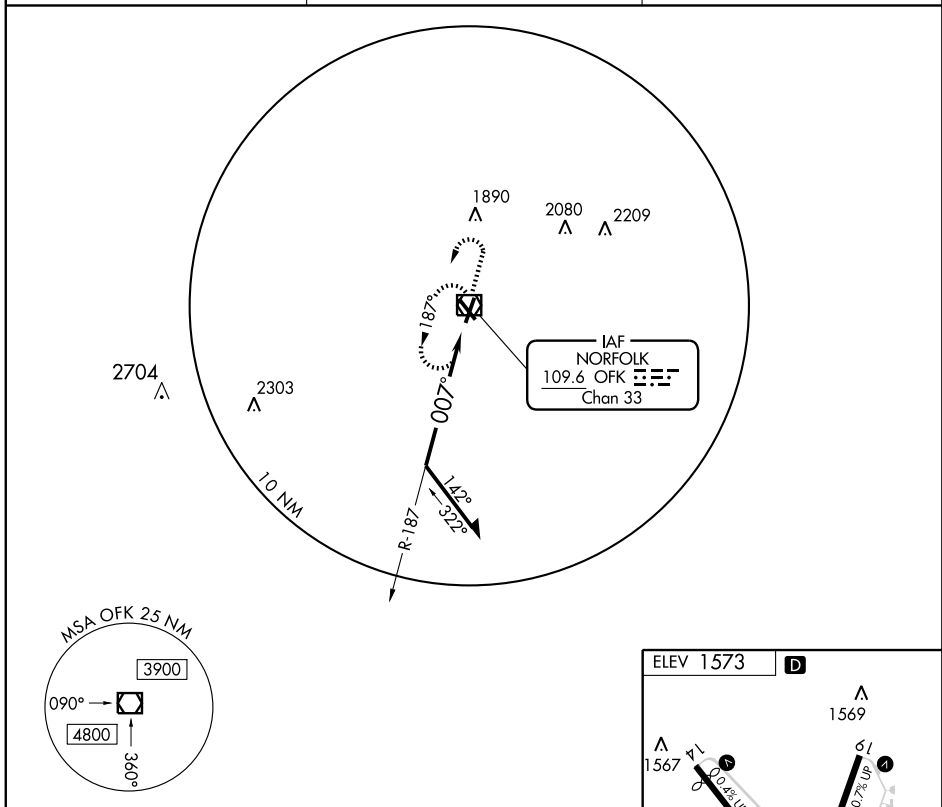


VOR/DME OFK 109.6 Chan 33	APP CRS 007°	Rwy Idg 5800 TDZE 1573 Apt Elev 1573
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NORFOLK/ KARL STEFAN MEMORIAL (OFK)

 NA	For inoperative MALSR, increase S-1 and Cat A. and B visibility to 1 mile.		MISSED APPROACH: Climb to 2800, then climbing left turn to 3300 direct OFK VOR/DME and hold.
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ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) 0
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VOR RWY 14

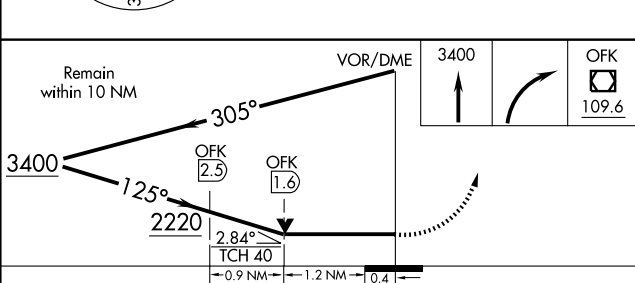
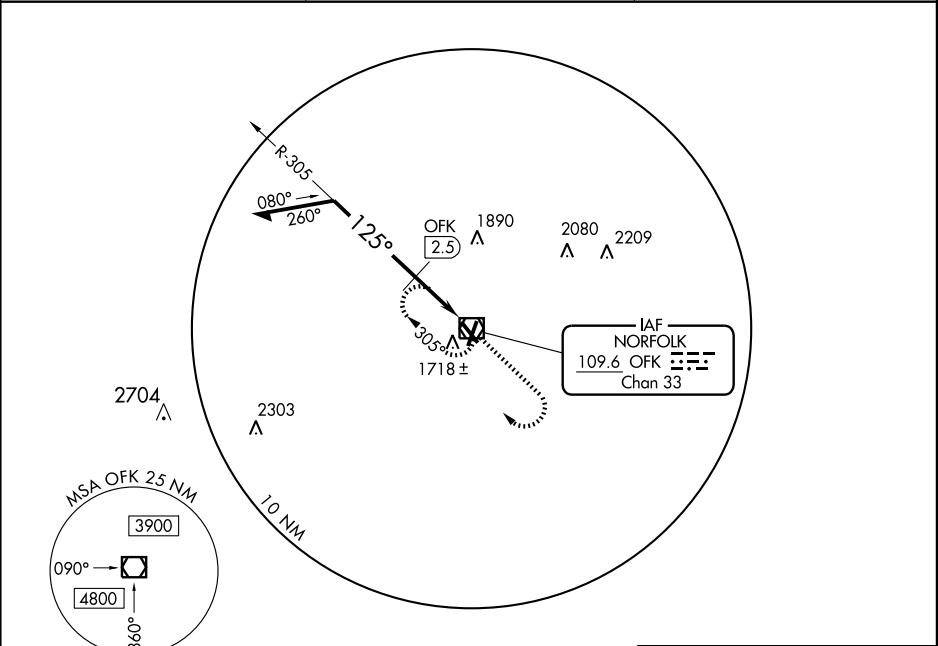
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

VOR/DME OFK	APP CRS	Rwy Idg	5160
109.6	125°	TDZE	1543
Chan 33		Apt Elev	1573

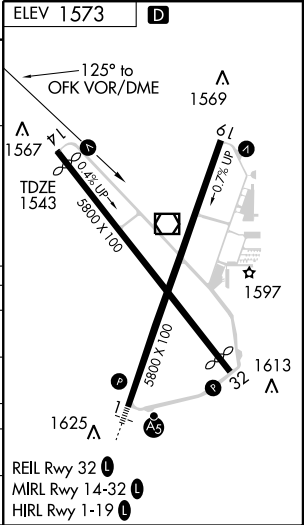
▲ NA

MISSED APPROACH: Climb to 3400, then right turn direct OFK VOR/DME and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-14	2220-1	677 (700-1)	2220-2 677 (700-2)	NA
CIRCLING	2220-1	647 (700-1)	2220-2 647 (700-2)	NA
DME MINIMUMS				
S-14	1980-1	437 (500-1)	1980-1½ 437 (500-1½)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



REIL Rwy 32 0
MIRL Rwy 14-32 0
HIRL Rwy 1-19 0

VOR RWY 19

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

VOR/DME OFK	APP CRS	Rwy Idg	5800
109.6	192°	TDZE	1544
Chan 33		Apt Elev	1573

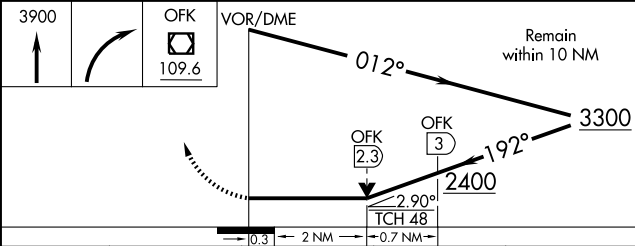
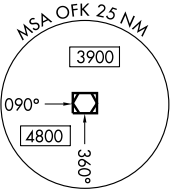
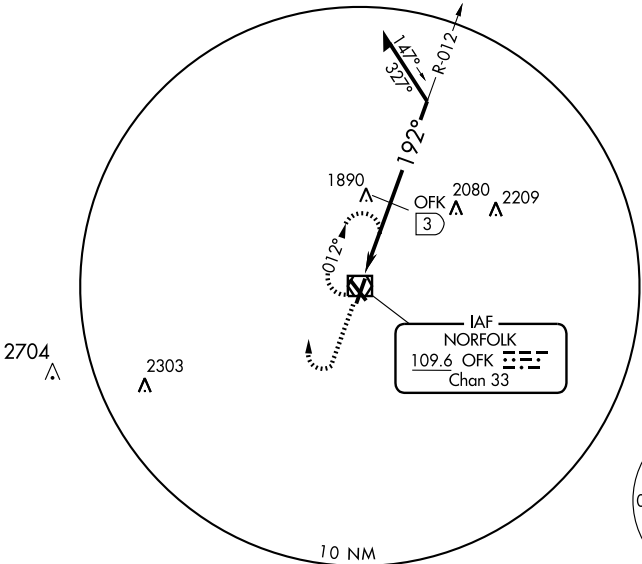
NA

MISSED APPROACH: Climb to 3900 then right turn to OFK VOR/DME and hold.

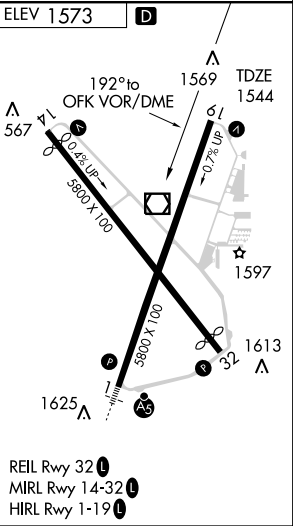
ASOS
119.025

COLUMBUS RADIO
122.15

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-19	2400-1 856 (900-1)	2400-1¼ 856 (900-1¼)	2400-2½ 856 (900-2½)	NA
CIRCLING	2400-1 827 (900-1)	2400-1¼ 827 (900-1¼)	2400-2½ 827 (900-2½)	NA
DME MINIMUMS				
S-19	2200-1	656 (700-1)	2200-1¾ 656 (700-1¾)	NA
CIRCLING	2200-1	627 (700-1)	2200-1¾ 627 (700-1¾)	NA



REIL Rwy 32 0
MIRL Rwy 14-32 0
HIRL Rwy 1-19 0

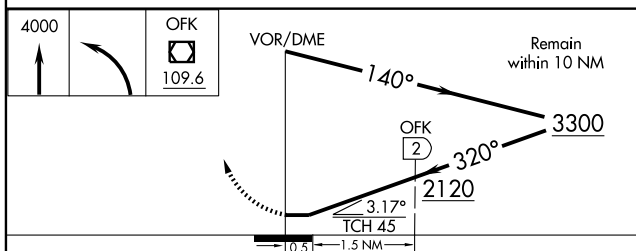
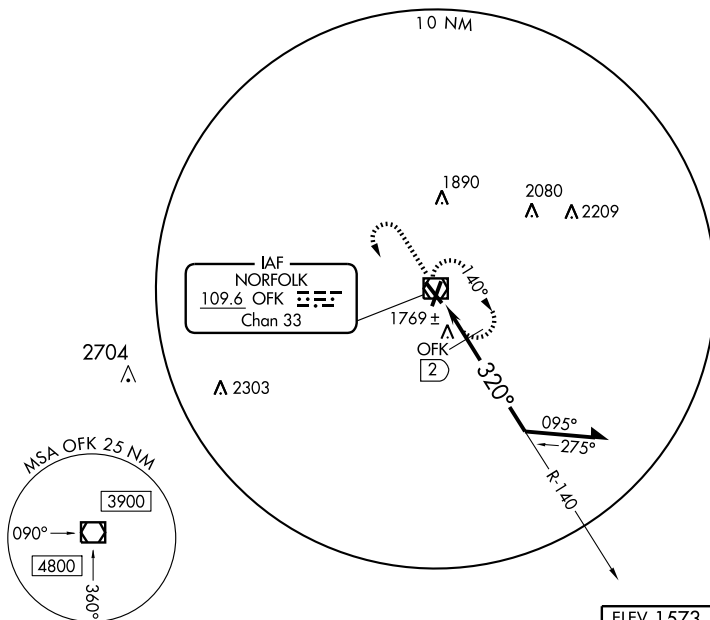
VOR/DME OFK <u>109.6</u> Chan 33	APP CRS 320°	Rwy Idg 5160 TDZE 1564 Apt Elev 1573
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ANA

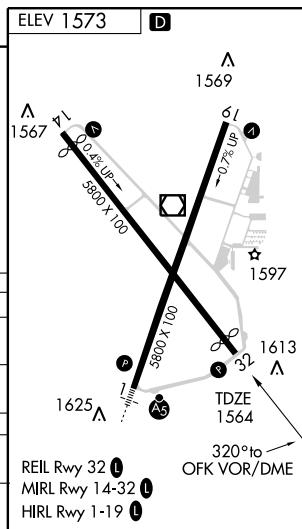
MISSED APPROACH: Climb to 4000 then left turn direct OFK VOR/DME and hold.

ASOS
119.025

COLUMBUS RADIO
122.15

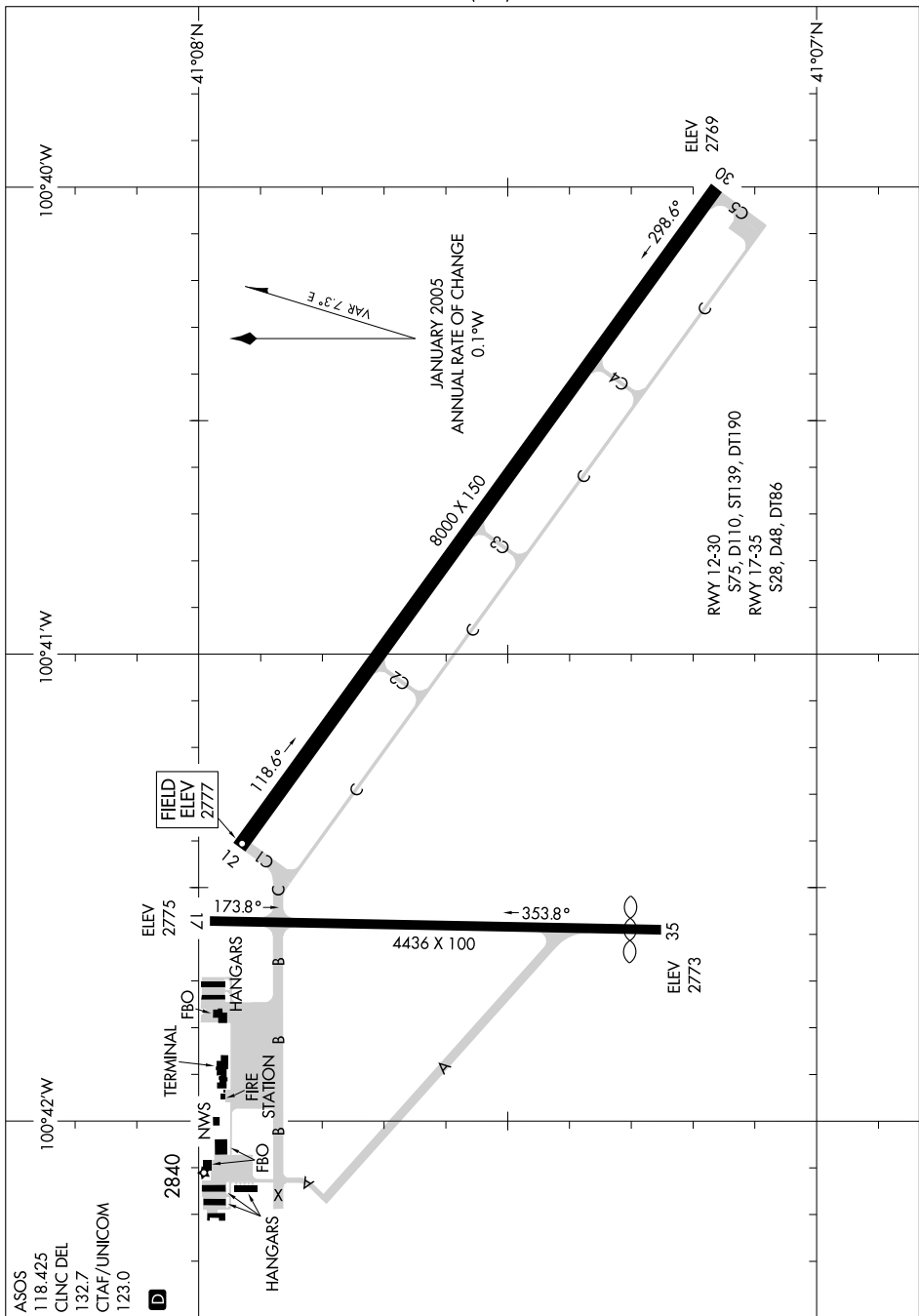
UNICOM
122.7 (CTAF) 

CATEGORY	A	B	C	D
S-32	2120-1 556 (600-1)		2120-1½ 556 (600-1½)	NA
CIRCLING	2120-1 547 (600-1)		2120-1½ 547 (600-1½)	NA
DME MINIMUMS				
S-32	2020-1 456 (500-1)		2020-1¼ 456 (500-1¼)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA



AIRPORT DIAGRAM

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
AL-292 (FAA) NORTH PLATTE, NEBRASKA




NC-2, 22 OCT 2009 to 19 NOV 2009

LOC I-LBF 111.5	APP CRS 297°	Rwy Idg TDZE Apt Elev 8000 2770 2778	NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
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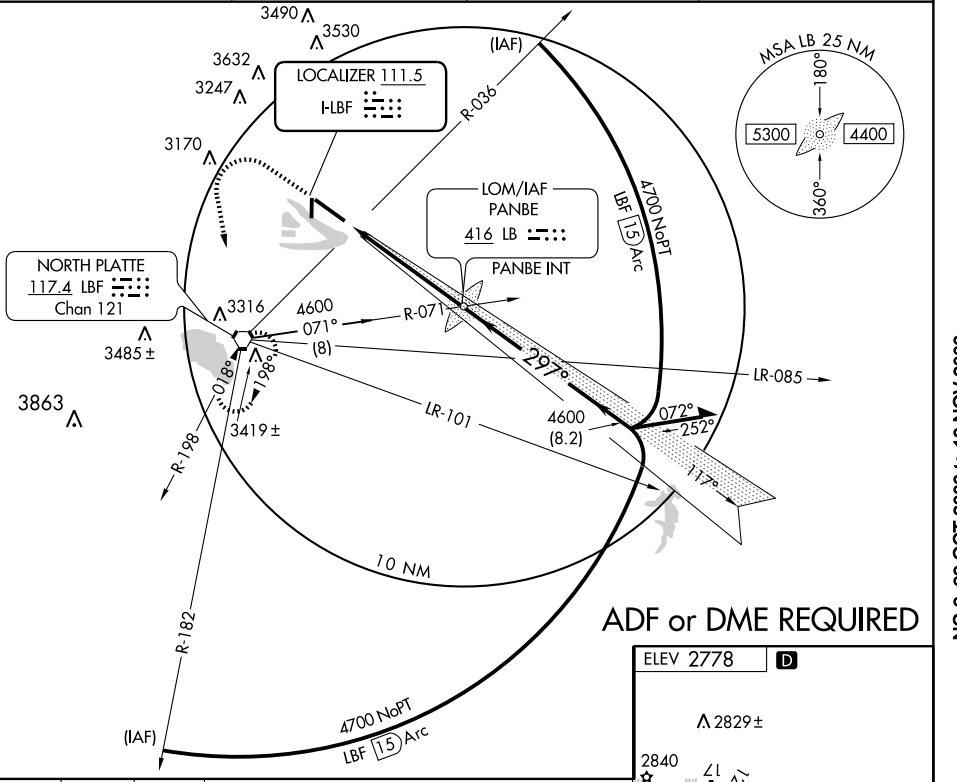
▼

▲

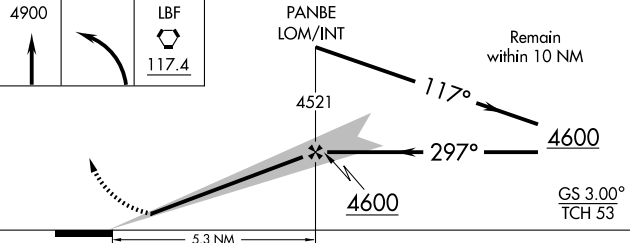
MALSR


MISSED APPROACH: Climb to 4900 then left turn
direct LBF VORTAC and hold.

ASOS 118.425	DENVER CENTER 132.7 397.85	CLNC DEL 132.7	UNICOM 123.0 (CTAF) 1
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ADF or DME REQUIRED



ELEV 2778 **D**

HIRL Rwy 12-30 **1**
REIL Rwy 35 **1**
MIRL Rwy 17-35 **1**

FAF to MAP 5.3 NM

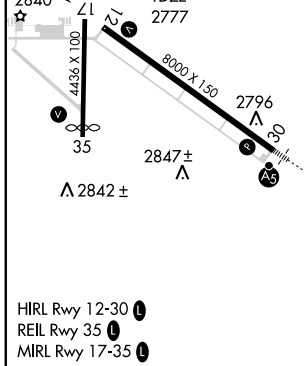
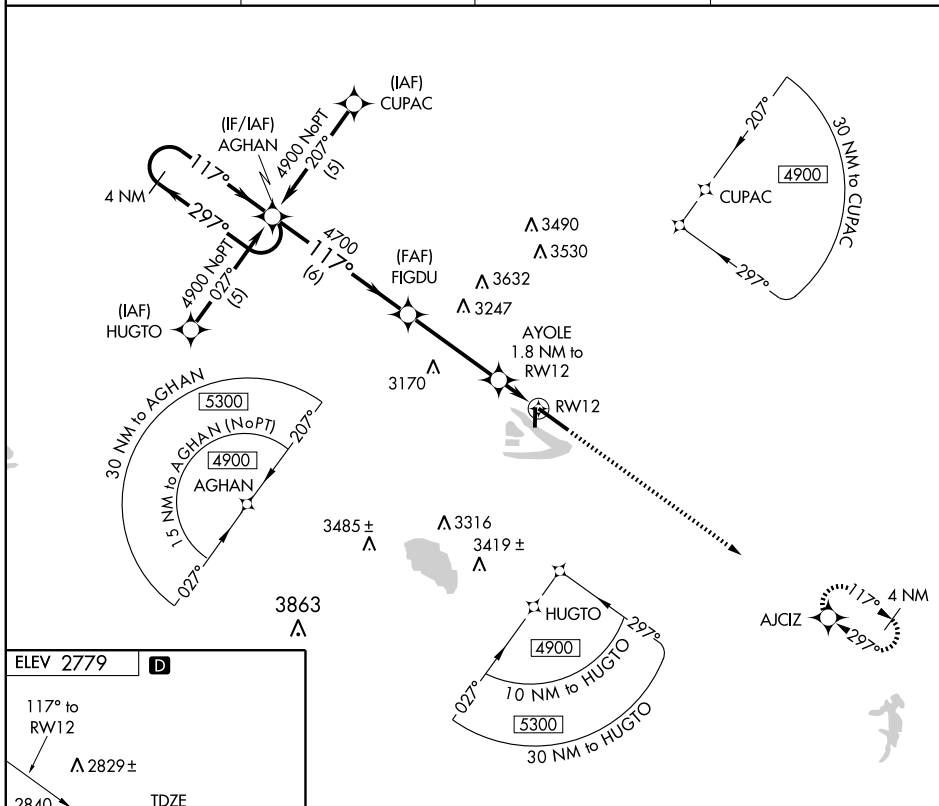
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

RNAV (GPS) RWY 12

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

APP CRS 117°	Rwy Idg 8000
	TDZE 2777
	Apt Elev 2779

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 4700 direct AJCIZ and hold.	
ASOS 118.425	DENVER CENTER 132.7 397.85	CLNC DEL 132.7	UNICOM 123.0 (CTAF) ①



<div>4 NM Holding Pattern</div>		<div>AGHAN</div>		<div>FIGDU</div>		<div>4700</div> <div>↑</div>		<div>AJCIZ</div> <div>✳</div>	
<div>4900</div> <div>← 297°</div> <div>117° →</div>		<div>117°</div>		<div>3.05°</div> <div>TCH 55</div>		<div>1.8 NM to RW12</div>		<div>RW12</div>	
		<div>6 NM</div>		<div>4 NM</div>		<div>1.8 NM</div>			
CATEGORY	A		B		C		D		
LNNAV MDA	3280-1		503 (600-1)		3280-1½		503 (600-1½)		
CIRCLING	3360-1		3380-1		3400-1¾		3400-2		
	581 (600-1)		601 (700-1)		621 (700-1¾)		621 (700-2)		

RNAV (GPS) RWY 30

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

WAAS CH 60915 W30A	APP CRS 297°	Rwy Idg TDZE Apt Elev 2779
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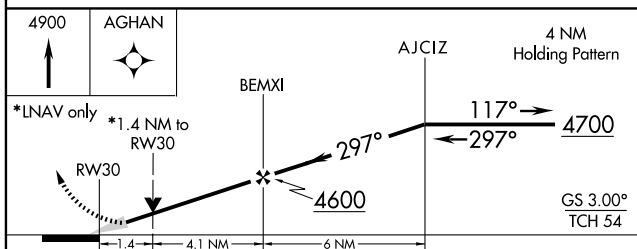
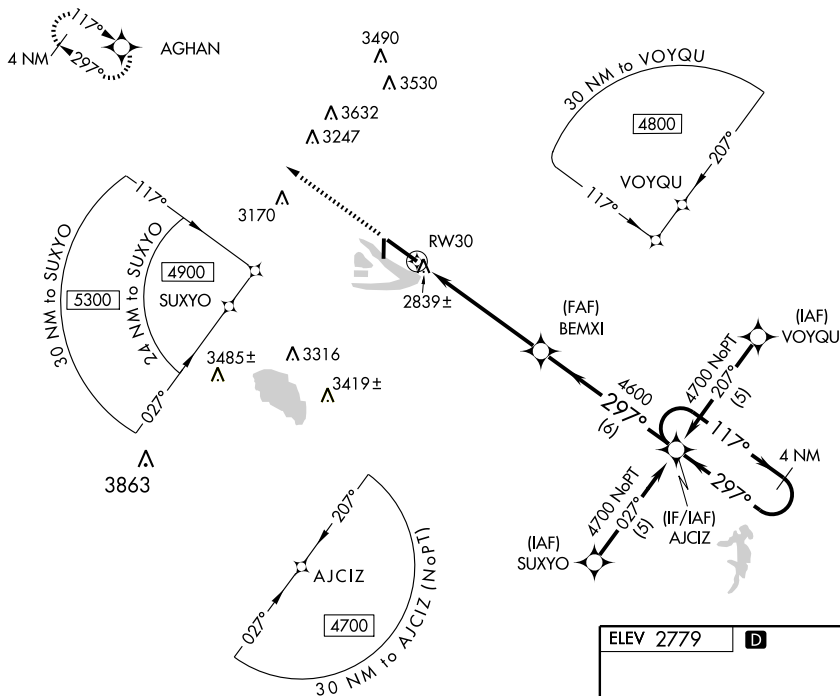
BARO VNAV NA below -20°C (-4°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR increase LPV visibility to 1 all Cats.

MALSR

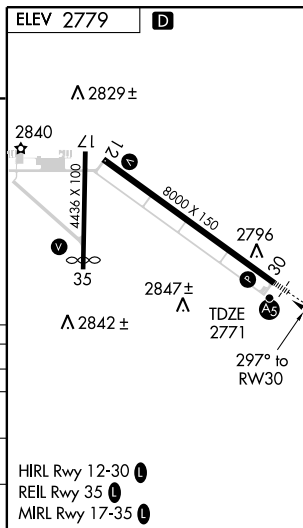


MISSED APPROACH: Climb to 4900 direct
AGHAN and hold.

ASOS 118.425	DENVER CENTER 132.7 397.85	CLNC DEL 132.7	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		3050-1/2	279 (300-1/2)	
LNNAV/VNAV DA		3180-1	409 (500-1)	
LNNAV MDA	3280-1/2	509 (600-1/2)	3280-1	509 (600-1)
CIRCLING	3360-1 1/2 581 (600-1 1/2)	3380-1 1/2 601 (700-1 1/2)	3400-1 3/4 621 (700-1 3/4)	3400-2 621 (700-2)

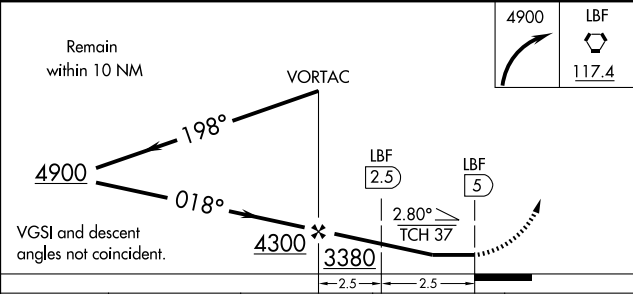
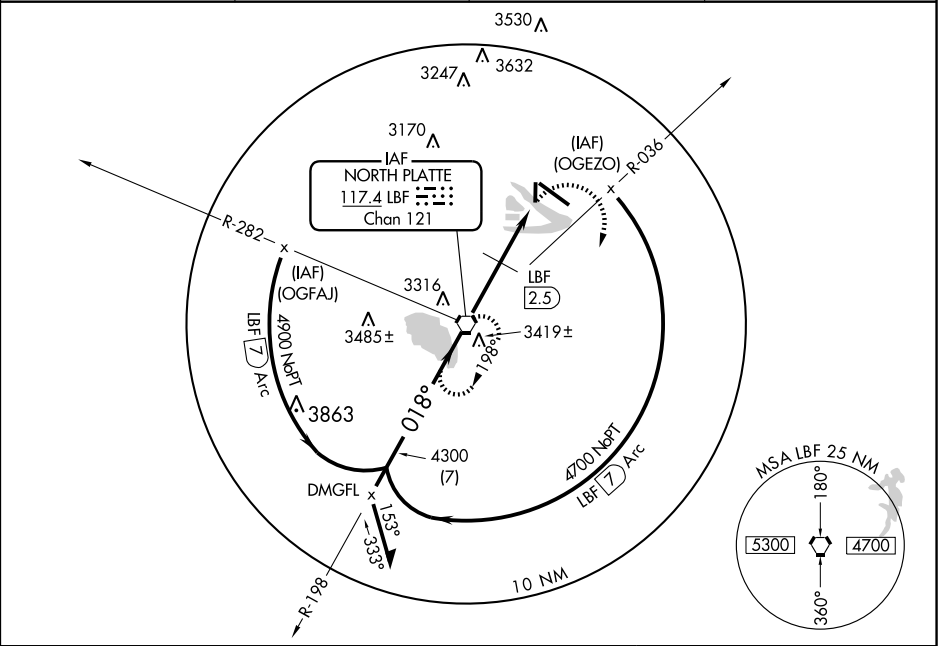


HIRL Rwy 12-30
REIL Rwy 35
MIRL Rwy 17-35

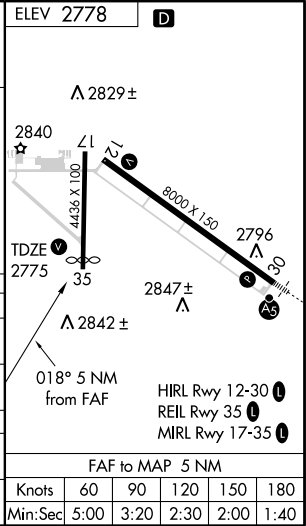
VORTAC LBF	APP CRS	Rwy Idg	4135
117.4	018°	TDZE	2775
Chan 121		Apt Elev	2778

VOR or GPS RWY 35
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

		MISSED APPROACH: Climbing right turn to 4900 direct LBF VORTAC and hold.	
ASOS 118,425	DENVER CENTER 132.7 397.85	CLNC DEL 132.7	UNICOM 123.0 (CTAF) ①





CATEGORY	A	B	C	D
S-35	3380-1	605 (700-1)	3380-1¼ 605 (700-1¼)	3380-2 605 (700-2)
CIRCLING	3380-1	602 (700-1)	3380-1¼ 602 (700-1¼)	3380-2 602 (700-2)
DME MINIMUMS				
S-35	3180-1	405 (500-1)	3180-1¼	405 (500-1¼)
CIRCLING	3340-1	562 (600-1)	3340-1½ 562 (600-1½)	3360-2 582 (600-2)

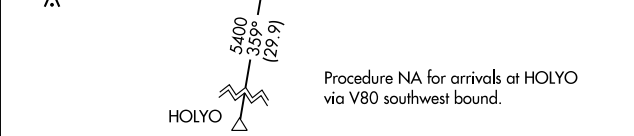
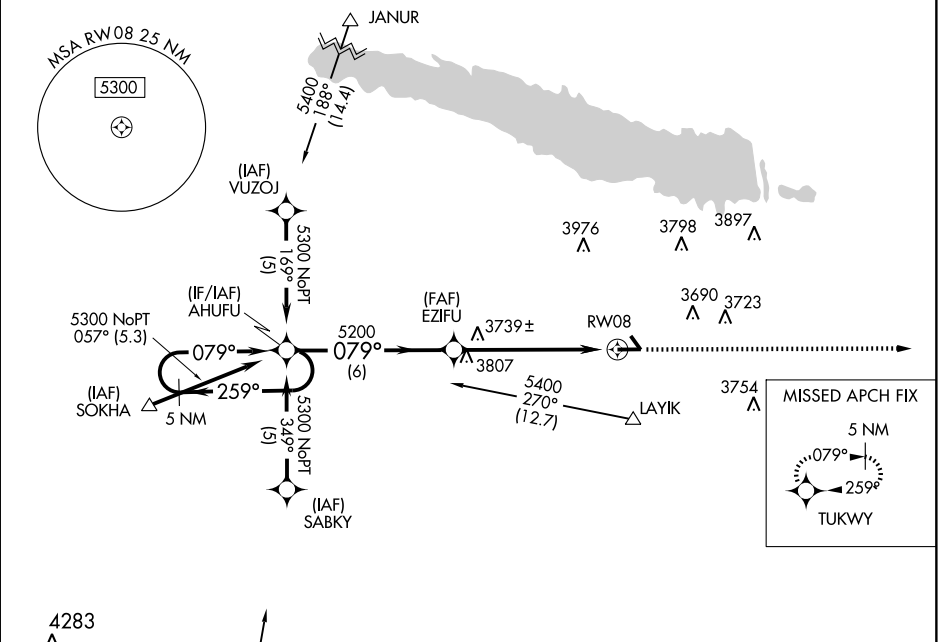





WAAS CH 57903 W08A	APP CRS 079°	Rwy Idg TDZE Apt Elev	5102 3260 3278
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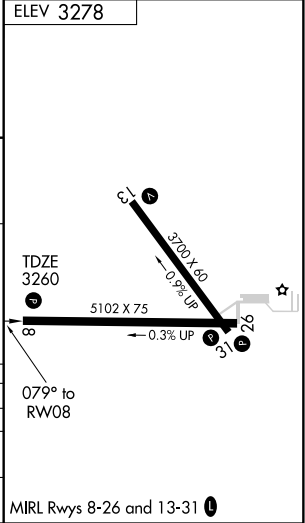
RNAV (GPS) RWY 8
OGALLALA/SEARLE FIELD (OGA)

 	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Imperial altimeter setting.	MISSED APPROACH: Climb to 5200 direct TUKWY and hold.
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AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 
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5 NM Holding Pattern	AHUFU		5200	TUKWY
				
5300 ← 259° 079° →		079°		
		EZIFU	* 2.2 NM to RW08	* LNAV only
				
		5200		
GS 3.00° TCH 40				RW08
		6 NM	3.7 NM	2.2 NM



▼

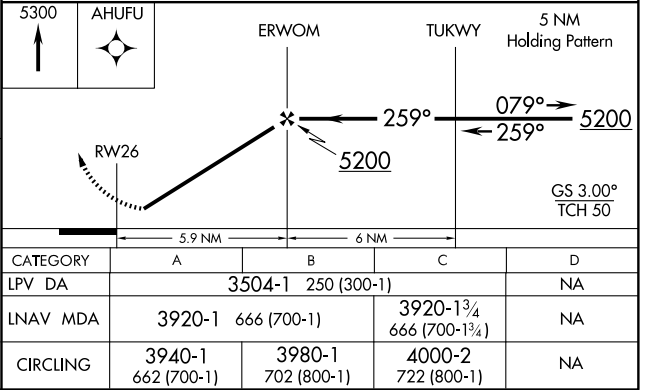
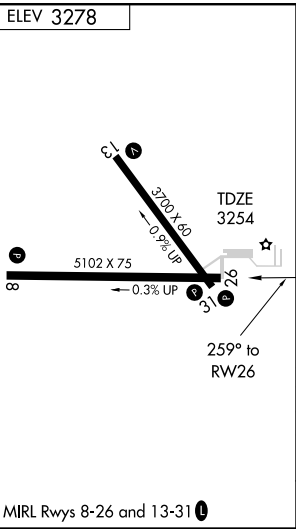
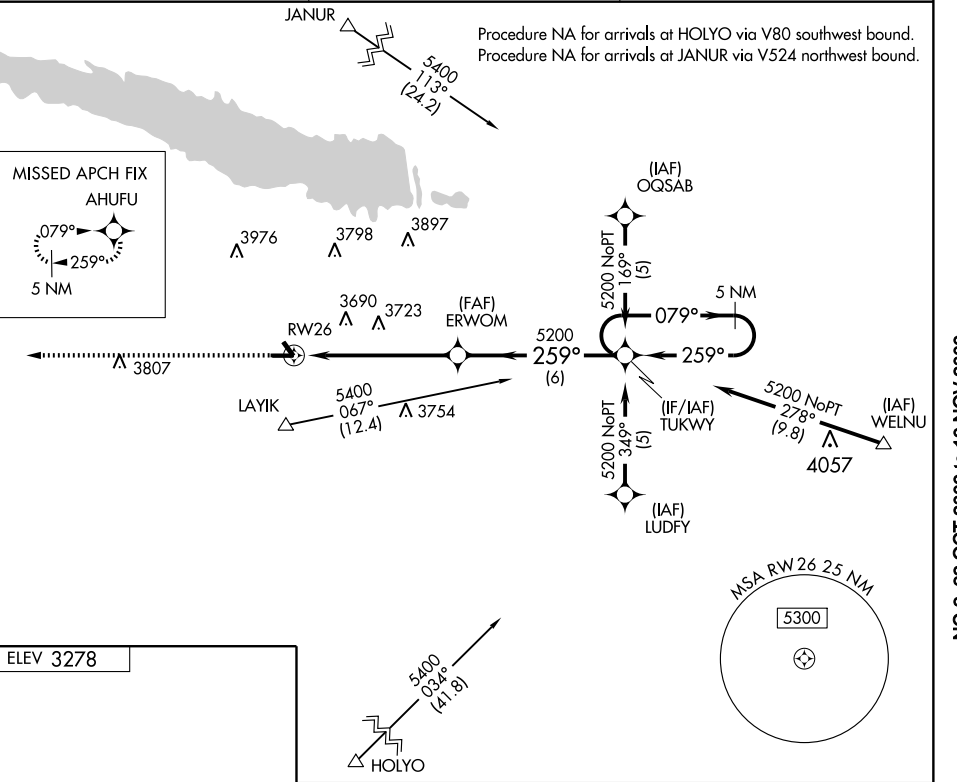
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲

If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet.

MISSED APPROACH: Climb to 5300 direct AHUFU and hold.

AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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VOR/DME SAE <u>110.2</u> Chan 39	APP CRS 072°	Rwy Idg 5102 TDZE 3260 Apt Elev 3278
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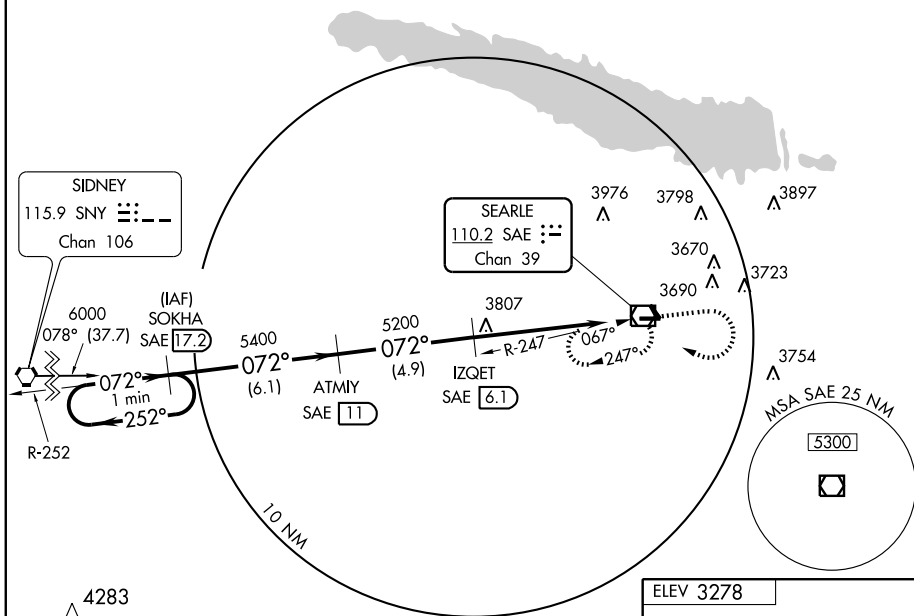
VOR/DME RWY 8
OGALLALA/SEARLE FIELD (OGA)



A NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 5200 direct SAE VOR/DME and hold

AWOS-3
121.275

DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) 

NC-2: 22 OCT 2009 to 19 NOV 2009

One Minute Holding Pattern

SOKHA SAE 17.2

ATMIY SAE 11

IZQET SAE 6.1

VOR/DME

5400 ← 252°
072° → 5400

5200

3.04°

TCH 42

6.1 NM

4.9 NM

3.0 NM

2.9 NM

0.2 NM

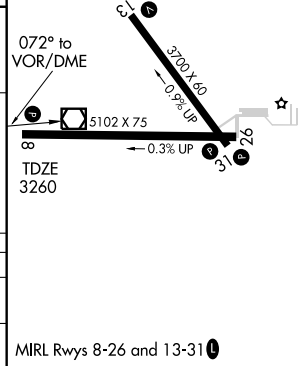
4400

5200

SAE

110.2

CATEGORY	A	B	C	D
S-8	4080-1 820 (900-1)	4080-1¼ 820 (900-1¼)	NA	NA
CIRCLING	4080-1 802 (900-1)	4080-1¼ 802 (900-1¼)	NA	NA



VOR/DME SAE 110.2 Chan 39	APP CRS 263°	Rwy Idg TDZE Apt Elev 5102 3254 3278
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VOR/DME RWY 26

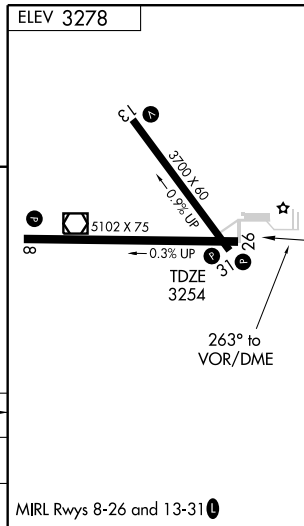
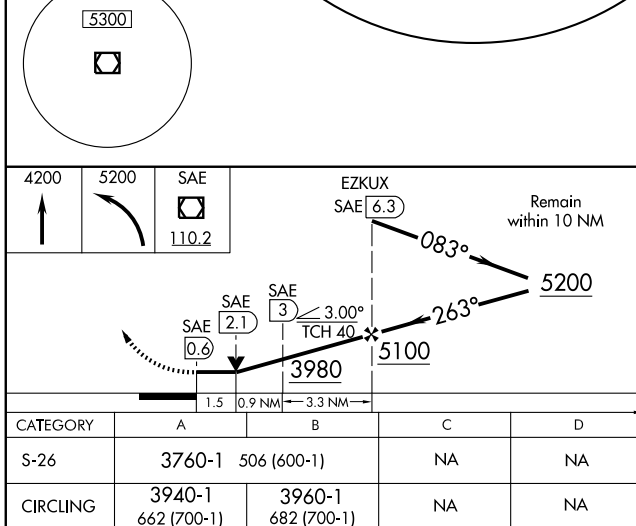
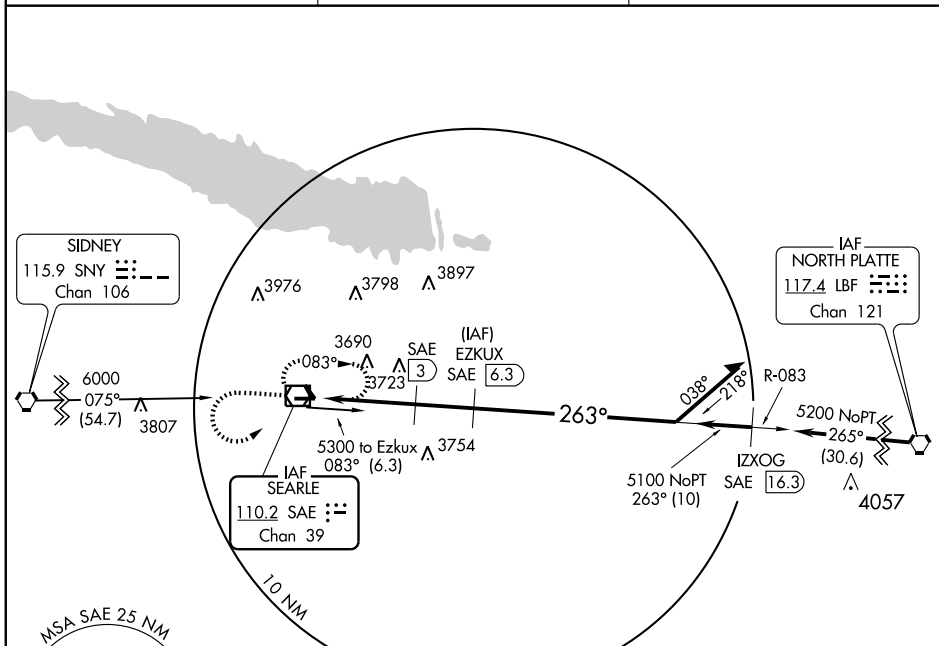
OGALLALA/SEARLE FIELD (OGA)



NA

MISSED APPROACH: Climb to 4200 then climbing left turn to 5200 direct SAE VOR/DME and hold.

AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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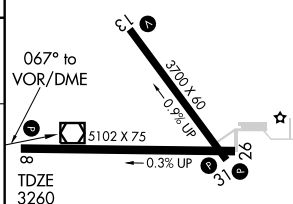
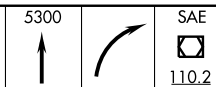
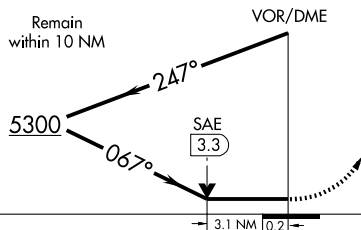
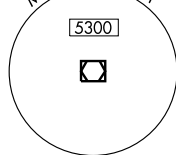
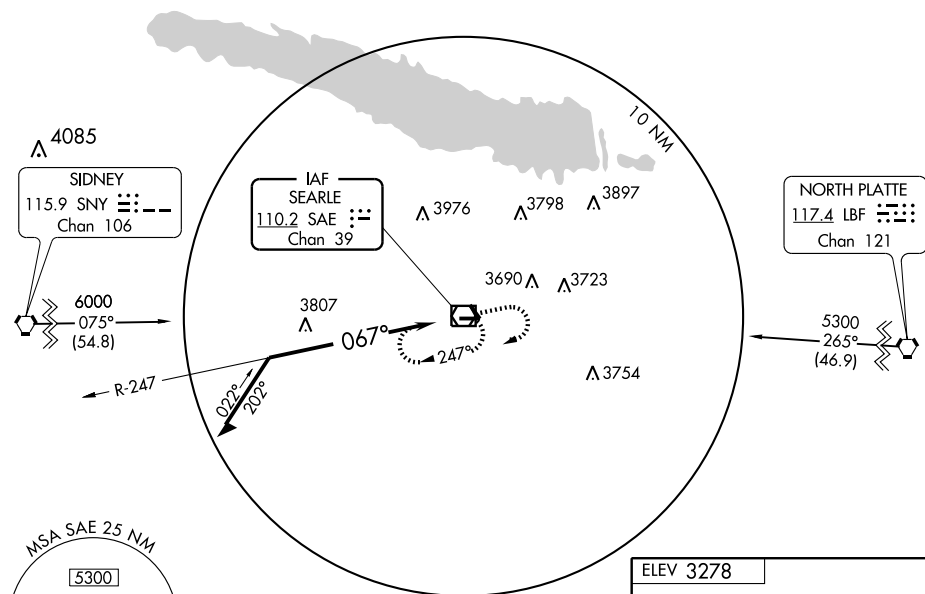
VOR/DME SAE <u>110.2</u> Chan 39	APP CRS 067°	Rwy Idg 5102 TDZE 3260 Apt Elev 3278
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VOR RWY 8
OGALLALA/SEARLE FIELD (OGA)



MISSED APPROACH: Climb to 5300 then right turn to SAE VOR/DME and hold.

AWOS-3
121.275

DENVER CENTER
132.7 397.85UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-8	4120-1 860 (900-1)	4120-1¼ 860 (900-1¼)	NA	NA
CIRCLING	4120-1 842 (900-1)	4120-1¼ 842 (900-1¼)	NA	NA

MIRL Rwy 8-26 and 13-31 L

VOR/DME SAE 110.2 Chan 39	APP CRS 263°	Rwy Idg TDZE Apt Elev 5102 3254 3278
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VOR RWY 26

OGALLALA/SEARLE FIELD (OGA)



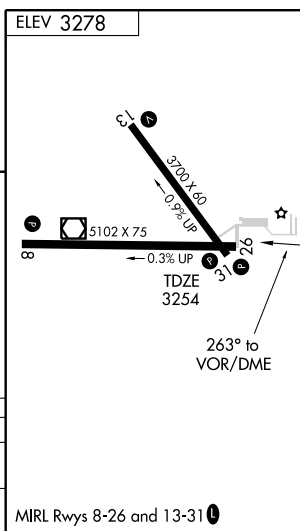
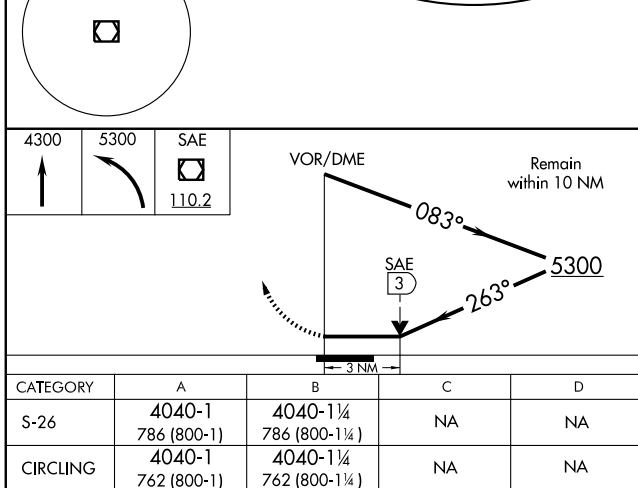
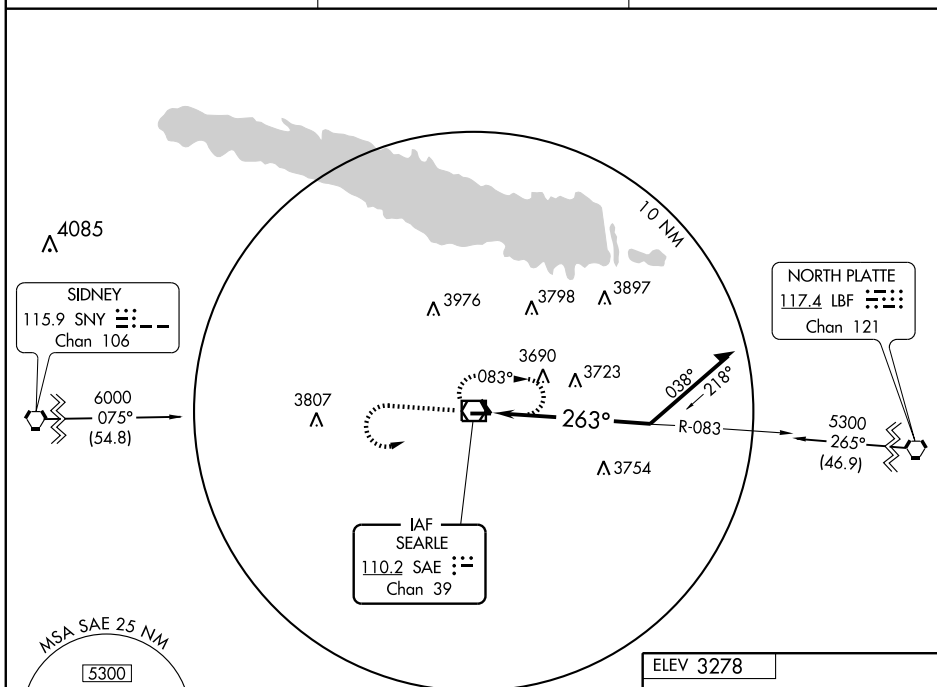
NA

MISSED APPROACH: Climb to 4300 then climbing left turn to 5300 direct SAE VOR/DME and hold.

AWOS-3
121.275

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) 0



NDB MLE 371	APP CRS 130°	Rwy Idg TDZE Apt Elev	3588 1051 1051
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NDB RWY 12

OMAHA/MILLARD (MLE)



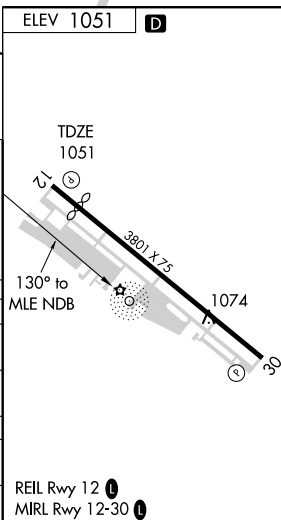
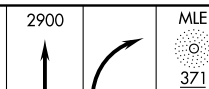
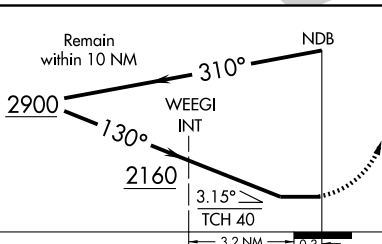
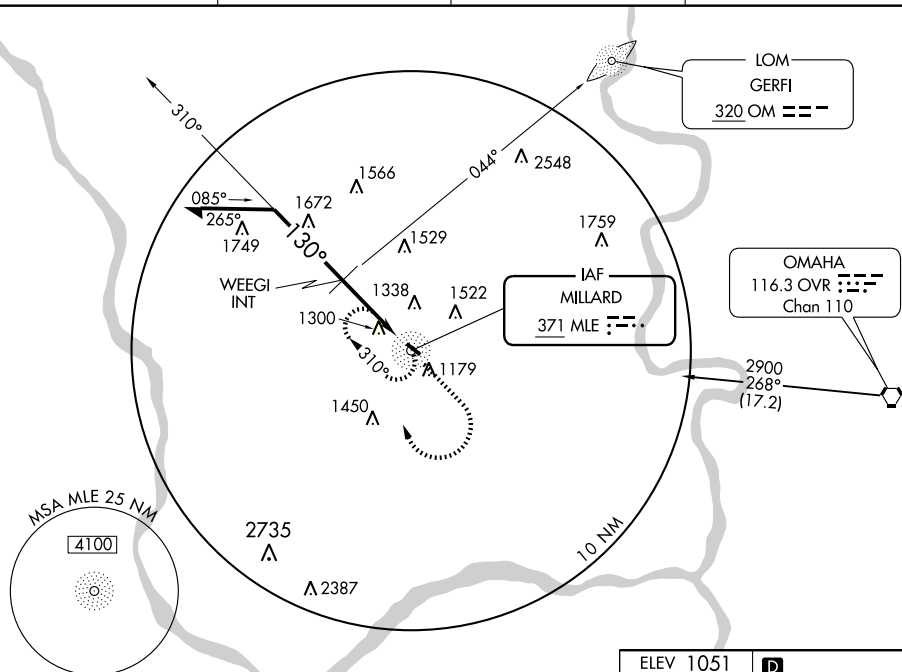
MISSED APPROACH: Climb to 2900 then right turn direct MLE NDB and hold.

AWOS-3
118.25

OMAHA APP CON
120.1 354.05

CLNC DEL
125.4

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
S-12	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
CIRCLING	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
WEEGI FIX MINIMUMS				
S-12	1700-1 649 (700-1)	1700-1¾ 649 (700-1¾)	1700-2 709 (800-2)	NA
CIRCLING	1700-1 649 (700-1)			NA

RNAV (GPS) RWY 12

OMAHA/MILLARD (MLE)

WAAS CH 78402 W12A	APP CRS 123°	Rwy Idg TDZE Apt Elev	3588 1051 1051
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▽ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV NA when using Council Bluffs Muni altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). Visibility reduction by helicopters NA.

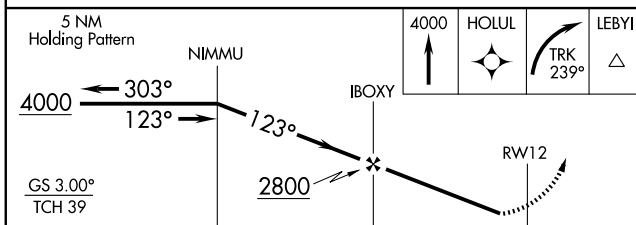
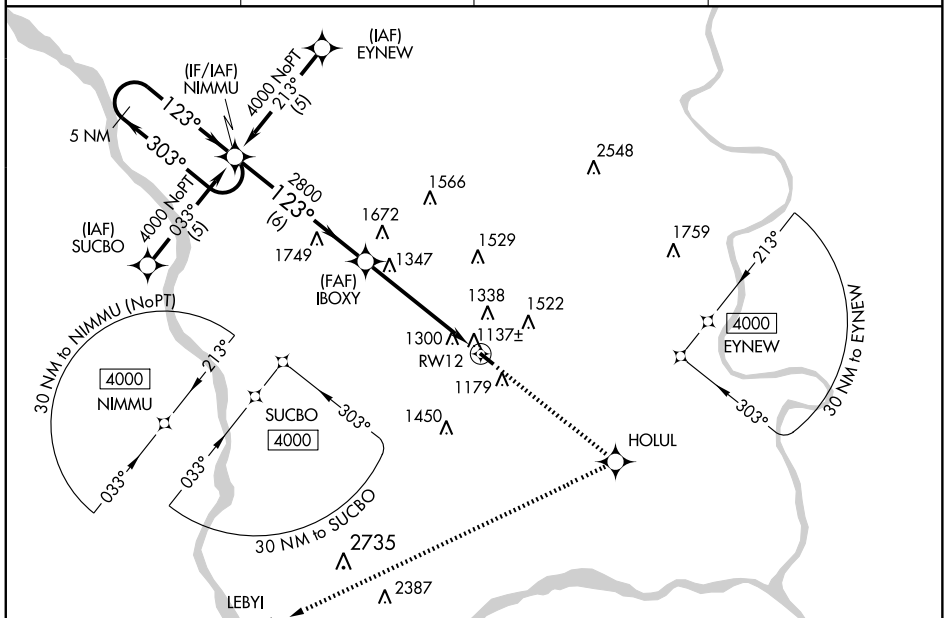
MISSED APPROACH: Climb to 4000 direct HOLUL and right turn via 239° track to LEBYI and hold.

AWOS-3
118.25

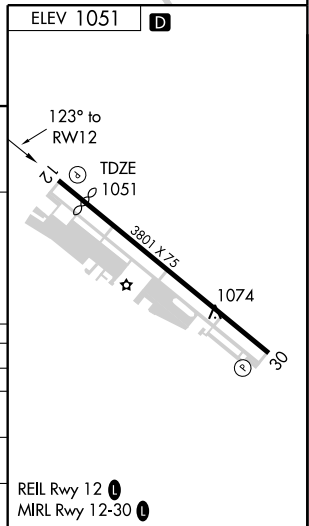
OMAHA APP CON
120.1 354.05

CLNC DEL
125.4

UNICOM
123.0 (CTAF) **1**



CATEGORY	A	B	C	D
LPV DA	1387-1¼	336 (400-1¼)		NA
LNAV/VNAV DA	1668-2	617 (700-1)		NA
LNAV MDA	1660-1	609 (700-1)	1660-1¾ 609 (700-1¾)	NA
CIRCLING	1700-2	649 (700-2)	1760-2 709 (800-2)	NA



REIL Rwy 12 **1**
MIRL Rwy 12-30 **1**

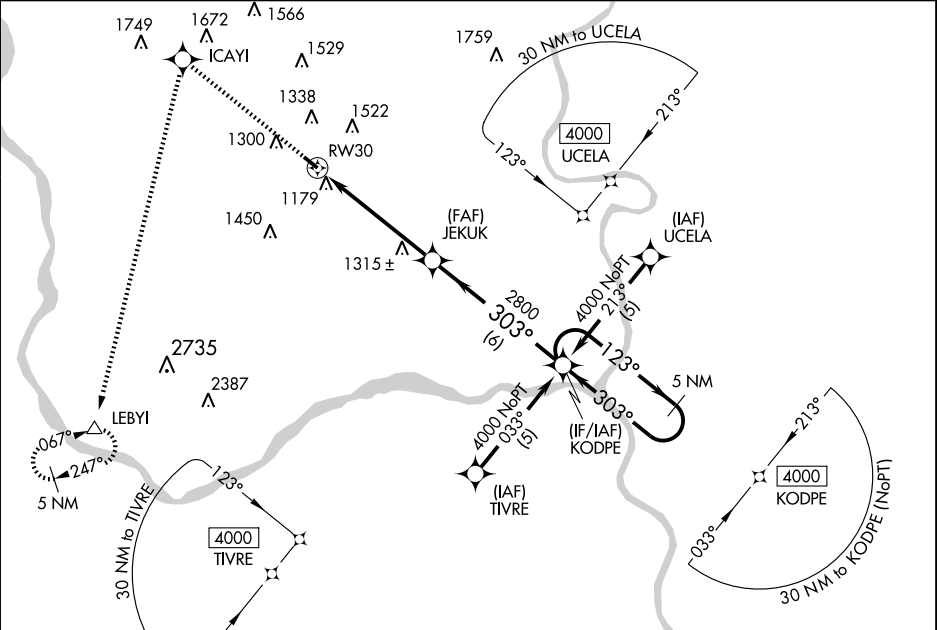
APP CRS	Rwy Idg	3801
303°	TDZE	1050
	Apt Elev	1051

RNAV (GPS) RWY 30

OMAHA/MILLARD (MLE)

<p>▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.</p> <p>▲</p>	<p>MISSED APPROACH: Climb to 4000 direct ICAYI and left turn via 187° track to LEBYI and hold.</p>
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AWOS-3 118.25	OMAHA APP CON 120.1 354.05	CLNC DEL 125.4	UNICOM 123.0 (CTAF) 1
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033°

4000
↑

ICAYI
✱

TRK 187°

LEBYI
△

RW30

JEKUK
 ✱
 2800
 3.05°
 TCH 39
 5.3 NM

KODPE
 5 NM Holding Pattern
 123° →
 ← 303°
 4000
 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1620-1	570 (600-1)	1620-1½ 570 (600-1½)	NA
CIRCLING	1700-1	649 (700-1)	1760-2 709 (800-2)	NA

ELEV 1051

D

1074 TDZE 1050
 303° to RW30

REIL Rwy 12 1
 MIRL Rwy 12-30 1

ATIS ★
126.025 273.5
OFFUTT TOWER
123.7 279.625
GND CON
121.7 289.4



☆ 1195

41° 08' N

JANUARY 2009
ANNUAL RATE OF CHANGE
0.2° W

500 x 300

FIELD
ELEV
1052

FIRE STATION

BASE OPS

CONTROL
TOWER

GPN-22

FIRE STATION

BLD
500

Rwy 12-30

PCN 54 R/C/W/T

Rwy 12 Idg 10,700'

Rwy 30 Idg 10,600'

Rwy 12 tkof 10,600'

Rwy 30 tkof 10,700'

95° 55' W

95° 54' W

41° 07' N

ELEV
975

LOC I-OFF
109.5

APCH CRS
304°

Rwy ldg **10,600**
TDZE **989**
Arpt Elev **1052**

JAL-544 [USAF]

OFFUTT AFB (KOFF)

▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE increase RVR to 60 and vis to $1\frac{1}{4}$ mile.

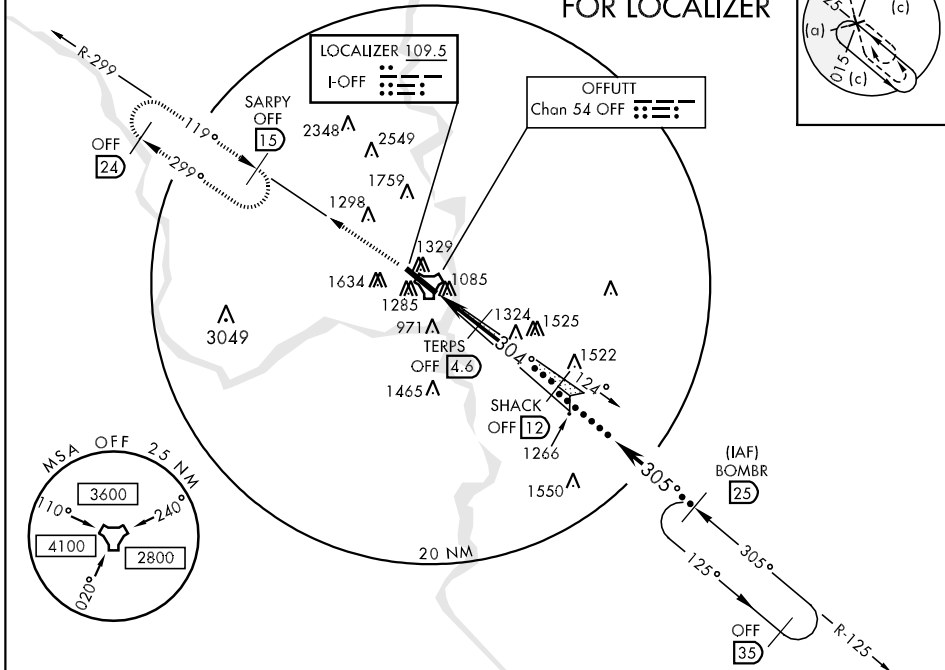
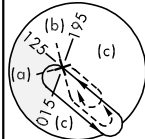
ALSF-1



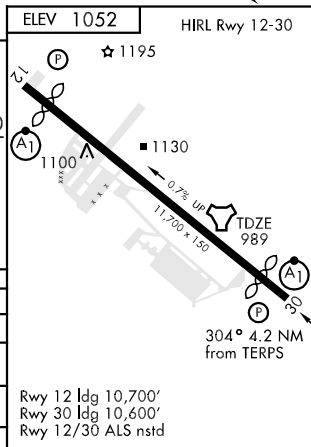
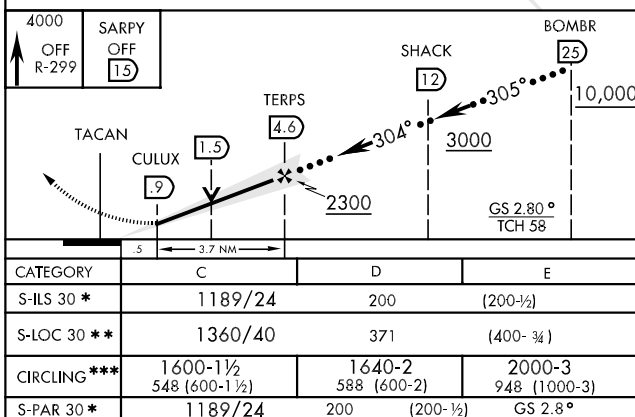
MISSED APPROACH: Climb to 4000 via
OFF TACAN R-299 to SARPY and hold.

ATIS ★ 126.025 273.5	OMAHA APP CON E 124.5 263.0 W 120.1 354.05	OFFUTT TOWER 123.7 279.625	GND CON 121.7 289.4	PAR
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*** Circling not authorized N of Rwy 12-30.

DME REQUIRED
FOR LOCALIZER

EMERG SAFE ALT 100 NM 4800



TACAN OFF
Chan **54**

APCH CRS
119°

Rwy ldg **10,700**
TDZE **1042**
Arpt Elev **1052**

JAL-544 [USAF]

OFFUTT AFB (KOFF)

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 2 miles, Cat E vis to 2¼ miles.

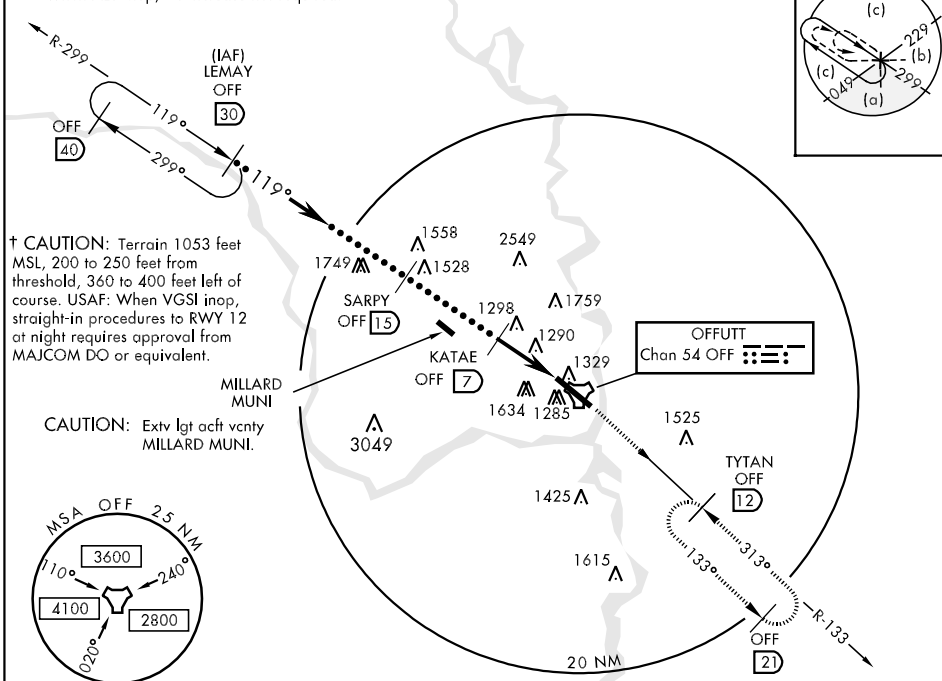
** Circling not authorized N of Rwy 12-30.

ALSF-1
A1

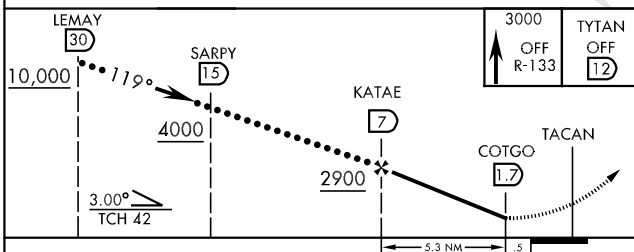
MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold

ATIS ★ 126.025 273.5	OMAHA APP CON E 124.5 263.0 W 120.1 354.05	OFFUTT TOWER 123.7 279.625	GND CON 121.7 289.4	PAR
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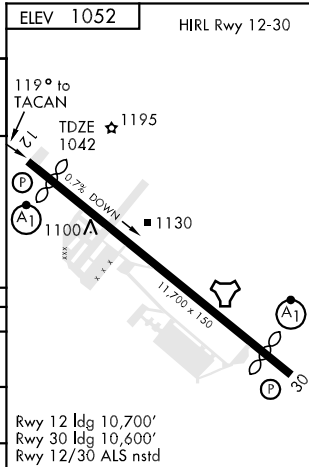
*** When ALS inop, vis increase not required.



EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-12 * †	1680/60 637 (700-1¼)	1680-1½ 637 (700-1½)	1680-1¾ 637 (700-1¾)
CIRCLING **	1680-1¾ 628 (700-1¾)	1680-2 628 (700-2)	2000-3 948 (1000-3)
S-PAR 12 ***†	1293/50	250 (300-1)	GS 3.0°



TACAN OFF
Chan **54**

APCH CR
313°

Rwy Idg	10,600
TDZE	989
Arpt Elev	1052

JAL-544 [USAF]

OFFUTT AFB (KOFF)



MISSED APPROACH: Climb to 4000 via
OFF TACAN R-299 to SARPY and hold.

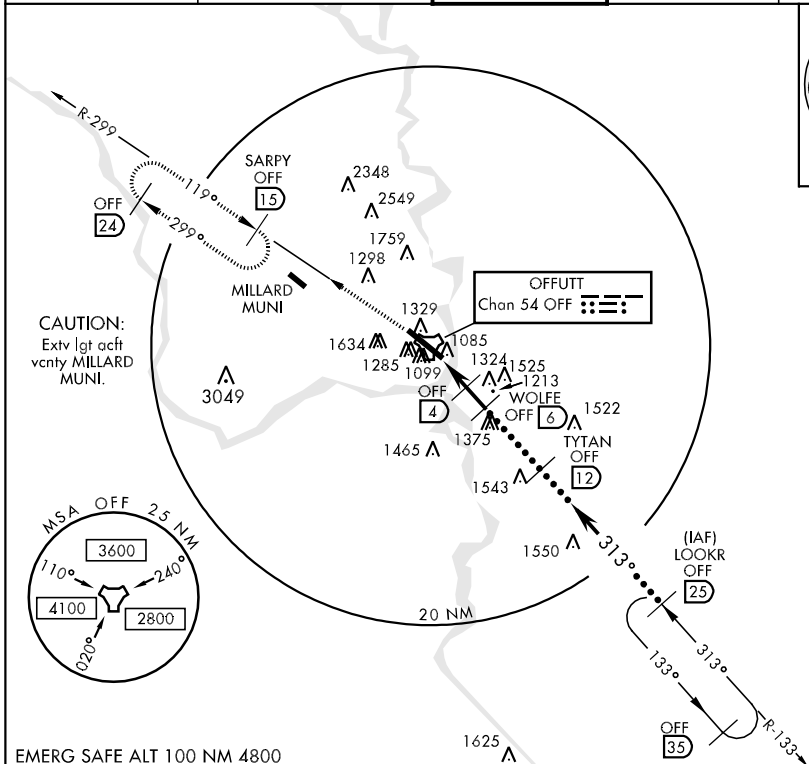
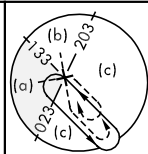
ATIS ★
126.025 273.5

OMAHA APP CON
E 124.5 263.0
W 120.1 354.05

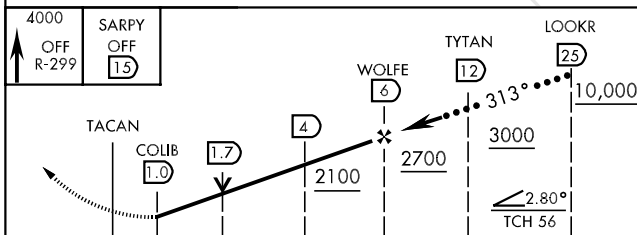
OFFUTT TOWER
123.7 279.625

GND CON
121.7 289.4

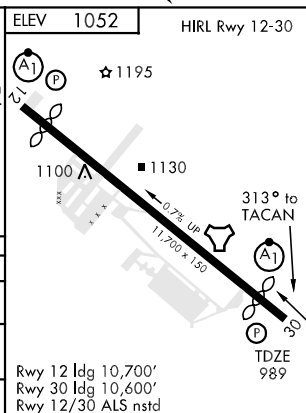
PAR



EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-30 *	1420/40 431 (400-34)	1420/50 431	(400-1)
CIRCLING **	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)
S-PAR 30 ***	1189/24	200 (200-½)	GS 2.8 °



ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence

. . . . Landing Eppley Airfield:

Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.

Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:

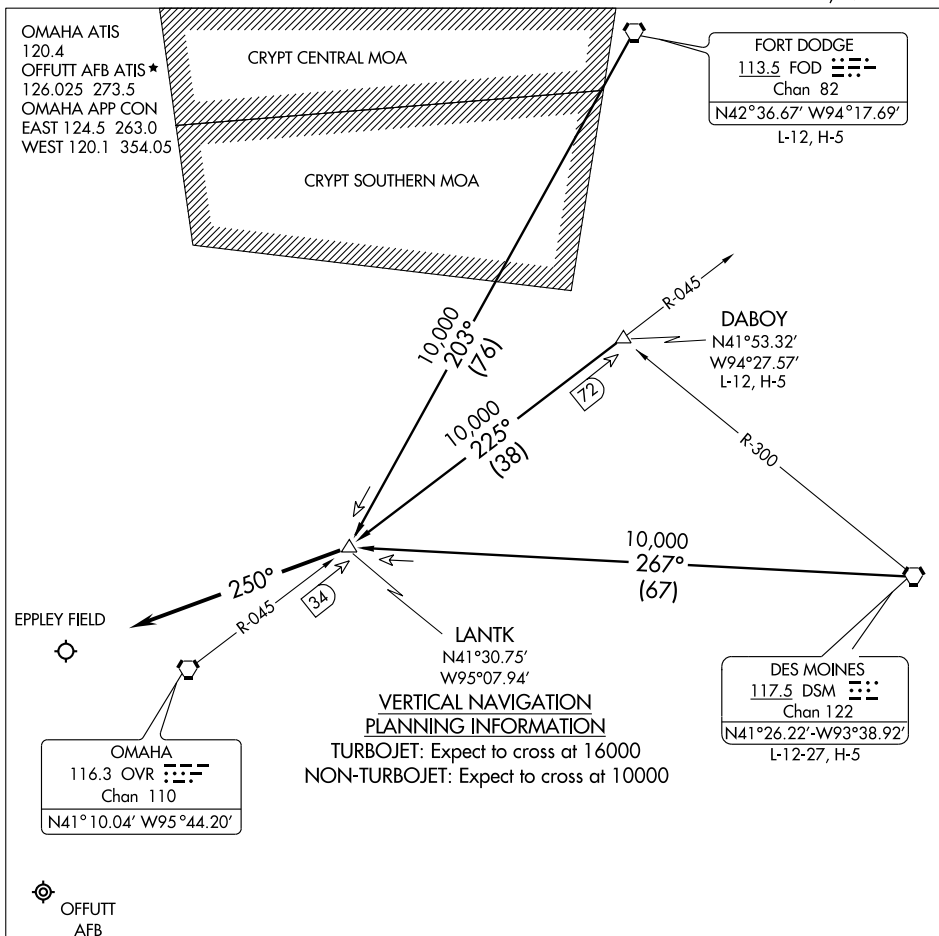
Runway 12: Expect radar vectors to final approach course.

Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



Note: Chart not to scale.

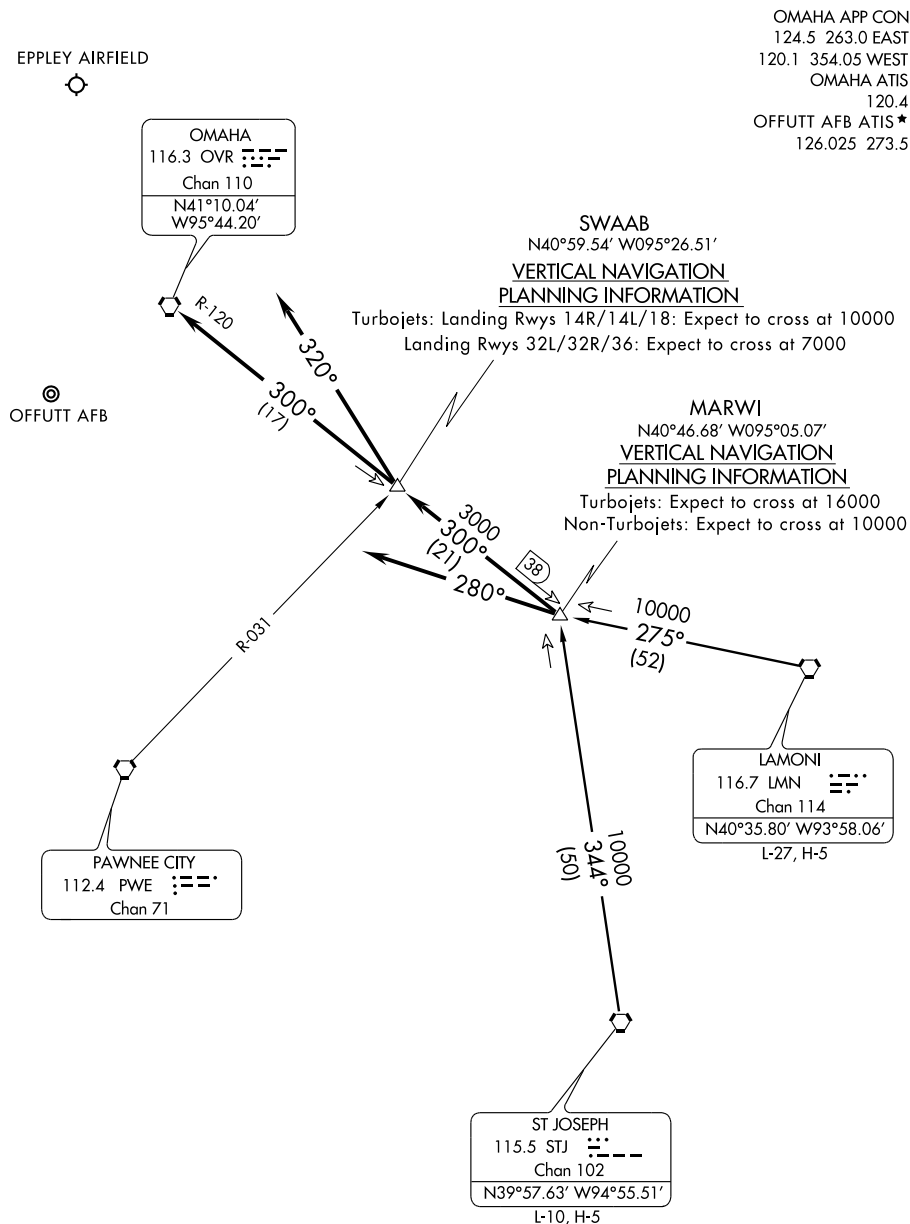
RADAR REQUIRED

FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . .

. . . From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.



NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.

ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:

Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence

Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence

LANDING OFFUTT AFB:

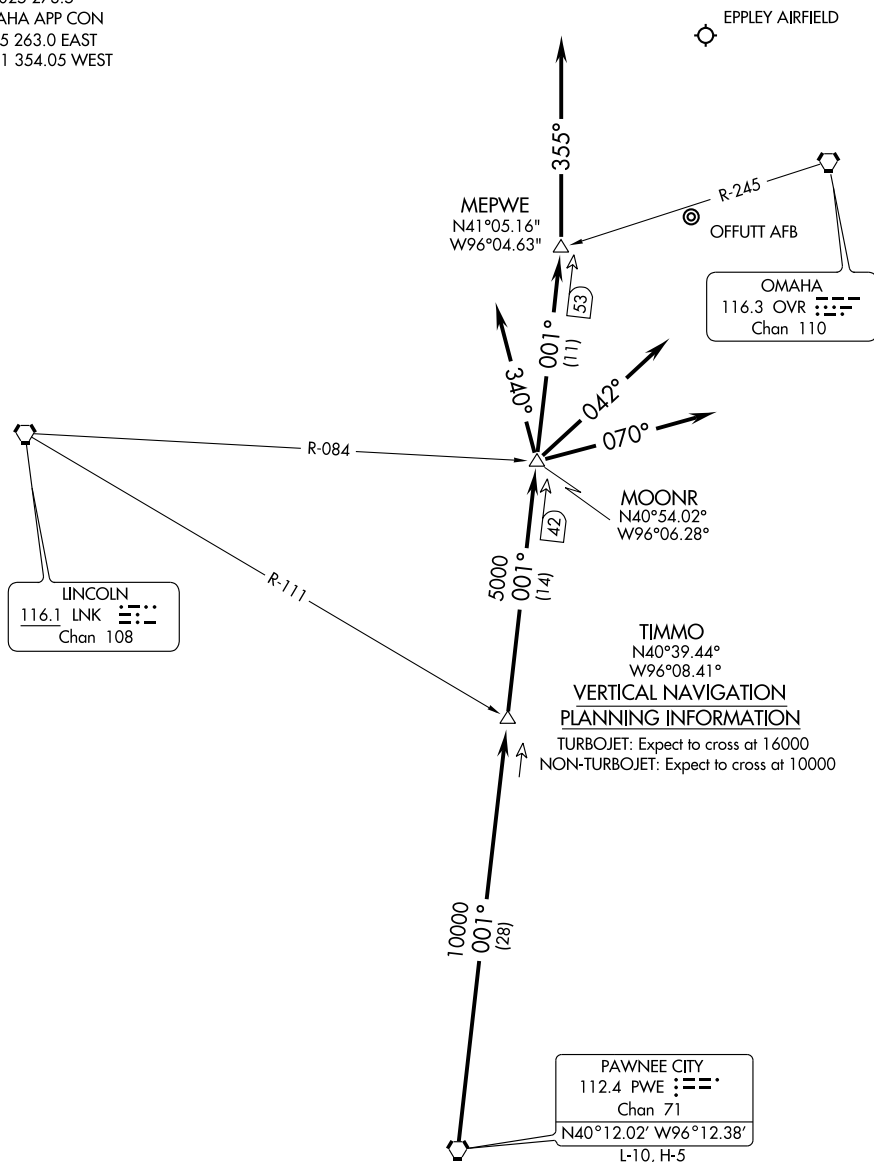
Depart MARWI INT via heading 280°. Thence

. . . . Expect radar vectors to final approach course.

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY ATIS 120.4
 OFFUTT AFB ATIS
 126.025 273.5
 OMAHA APP CON
 124.5 263.0 EAST
 120.1 354.05 WEST



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

APCH CRS **304°** Rwy ldg **10,600**
 TDZE **989**
 Arpt Elev **1052**

AL-544 [USAF]

OFFUTT AFB (KOFF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile
 CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
 ** Circling not authorized N of Rwy 12-30.



MISSED APPROACH: Climb to
 4000 direct SOLGE and hold.

ATIS ★
126.025 273.5

OMAHA APP CON
E 124.5 263.0
W 120.1 354.05

OFFUTT TOWER
123.7 279.625

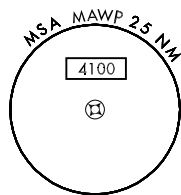
GND CON
121.7 289.4

PAR

*** When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.



▲ 2549



DME/DME RNP 0.3 N/A.

MILLARD
 CAUTION:
 Extv lgt acft vcnty
 MILLARD

▲ 1621
 ▲ 1562
 ▲ 1393
 ▲ 1282
 1329 ▲ 1347
 ▲ 1639
 1335 ▲

RW30

1055

1237
 (FAF)
 TERPS

▲ 1472

2300

304°

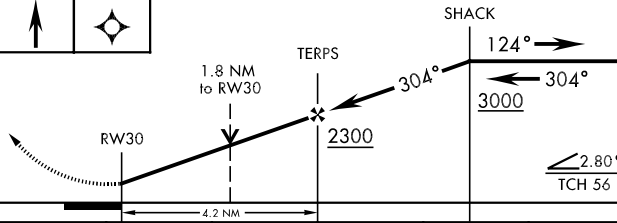
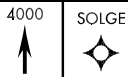
(7.4)

(IAF)
 SHACK

304°

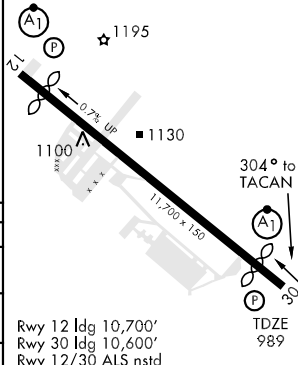
7 NM

EMERG SAFE ALT 100 NM 4800



ELEV 1052

HIRL Rwy 12-30



Rwy 12 ldg 10,700'
 Rwy 30 ldg 10,600'
 Rwy 12/30 ALS nsld

CATEGORY	A	B	C	D	E
LNAV MDA *	1580/24 591 (600-½)		1580/50 591 (600-1)	1580/60 591 (600-1¼)	1580/1½ 591 (600-1½)
CIRCLING **	1580-1 528 (600-1)	1600-1 548 (600-1)	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)
S-PAR 30 ***	1189/24		200 (200-½)	GS 2.8°	

SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST
EPPLEY AIRFIELD ATIS
120.4
OFFUTT AFB ATIS ★
126.025 273.5

BECOM
N41°57.81' W096°07.87'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Expect to cross at 16000
Non-Turbojets: Expect to cross at 11000

SIOUX CITY
116.5 SUX
Chan 112
N42°20.67' W96°19.42'
L-12

AANDY
N41°49.18'
W096°03.55'

CANIO
N41°38.81'
W095°58.38'

EPPLEY AIRFIELD

OFFUTT AFB


OMAHA
116.3 OVR
Chan 110

NOTE: DME Required
NOTE: RADAR Required
NOTE: Chart not to scale.

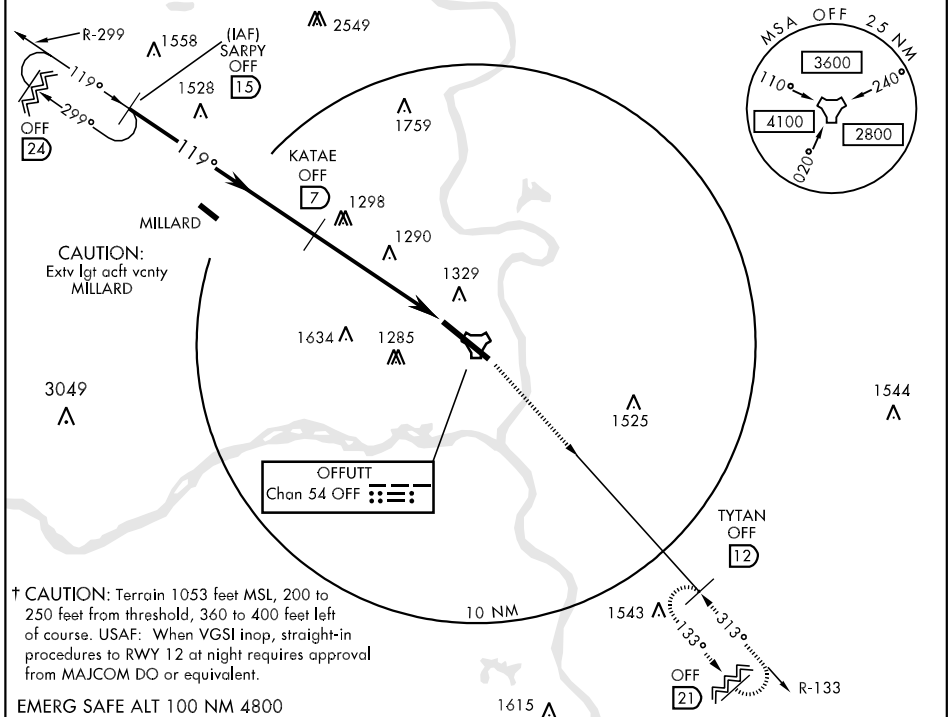
From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME.
Thence

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME,
Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other
runways: fly heading 145° for RADAR vectors to final approach course.

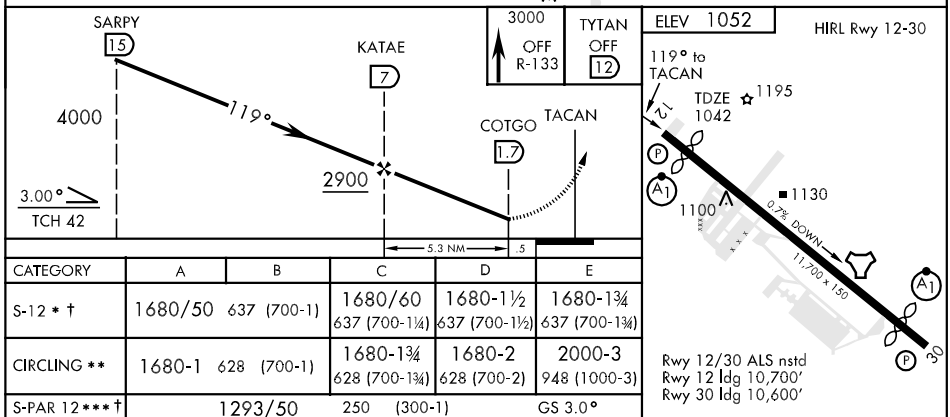
TACAN OFF Chan 54	APCH CRS 119°	Rwy Idg 10,700 TDZE 1042 Arprt Elev 1052	AL-544 [USAF]	OFFUTT AFB (KOFF)
<p>▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. ** Circling not authorized N of Rwy 12-30.</p>			ALSF-1 	MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold.
ATIS ★ 126.025 273.5	OMAHA APP CON E 124.5 263.0 W 120.1 354.05	OFFUTT TOWER 123.7 279.625	GND CON 121.7 289.4	PAR

*** When ALS inop, RVR/vis increase not required.



† CAUTION: Terrain 1053 feet MSL, 200 to 250 feet from threshold, 360 to 400 feet left of course. USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.

EMERG SAFE ALT 100 NM 4800



OMAHA, NEBRASKA


41°07'N-95°54'W

OFFUTT AFB (KOFF)

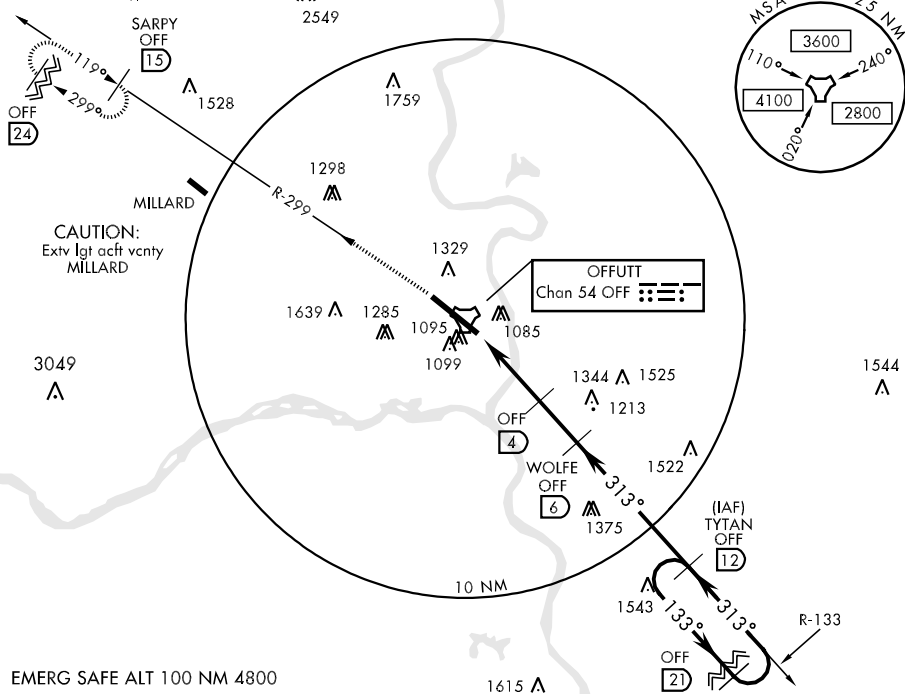
Orig 09015

TAGANLIDAY 10

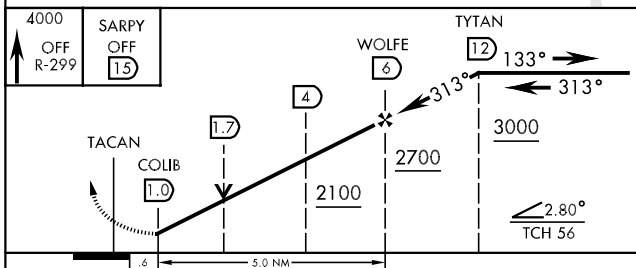
NC-2, 22 OCT 2009 to 19 NOV 2009

TACAN OFF Chan 54	APCH CRS 313°	Rwy Idg 10,600 TDZE 989 Arpt Elev 1052	AL-544 [USAF]		OFFUTT AFB (KOFF)	
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT DE RVR/vis to 1½ miles. ** Circling not authorized N of Rwy 12-30.			ALSF-1 	MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.		
ATIS ★ 126.025 273.5		OMAHA APP CON E 124.5 263.0 W 120.1 354.05	OFFUTT TOWER 123.7 279.625		GND CON 121.7 289.4	PAR

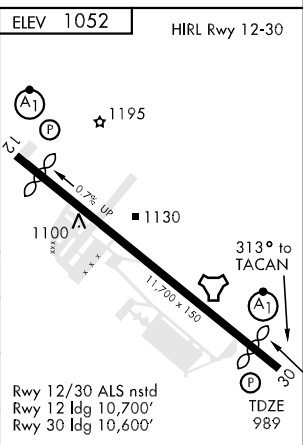
*** When ALS inop, increase CAT ABCDE RVR to 40 and vis to $\frac{3}{4}$ mile.



EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-30 *	1420/24 431 (400-½)		1420/40 431 (400-¾)	1420/50 431 (400-1)	
CIRCLING **	1560-1 508 (600-1)	1600-1 548 (600-1)	1600-1½ 548 (600-1½)	1640-2 588 (600-2)	2000-3 948 (1000-3)
S-PAR 30 ***	1189/24		200 (200-½)	GS 2.8°	



BLUFS ONE DEPARTURE

SL-304 FAA)

OMAHA/ EPPLEY AIRFIELD (OMA)

OMAHA, NEBRASKA

ATIS 120.4

OMAHA CLNC DEL

119.9

OMAHA DEP CON

124.5 263.0

SIOUX FALLS


115.0 FSD 

Chan 97

N43°38.97' W96°46.87'

L-12, H-2

GOPHER


117.3 GEP 

Chan 120

N45°08.74' W93°22.39'

L-12-14, H-2

YANKTON

111.4 YKN 

Chan 51

N42°55.10' W97°23.10'

L-12

FORT DODGE


113.5 FOD 

Chan 82

N42°36.67' W94°17.69'

L-12, H-5

SIOUX CITY


116.5 SUX 

Chan 112

N42°20.67' W96°19.42'

L-12

IOWA CITY


116.2 IOW 

Chan 109

N41°31.14 W91°36.80

L-28, H-5

DES MOINES


117.5 DSM 

Chan 122

N41°26.25' W93°38.91'

L-12-27, H-5

ST JOSEPH

115.5 STJ 

Chan 102

N39°57.63' W94°55.51'

L-10, H-5

LAMONI

116.7 LMN 

Chan 114

N40°35.80' W93°58.06'

L-27 H-5

KANSAS CITY

113.25 MCI 

Chan 79 (Y)

N39°17.12' W94°44.22'

L-10, H-5

NOTE: Rwy 14L: 400-2 or std. with a min.
climb of 210' per NM to 1500'.

Rwy 18: 300-1.

NOTE: RADAR REQUIRED

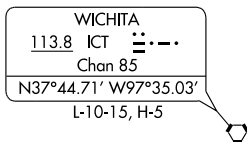
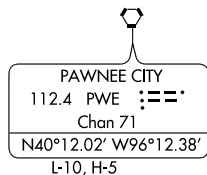
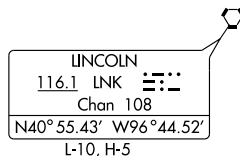
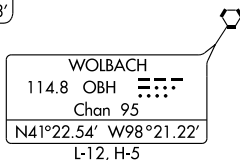
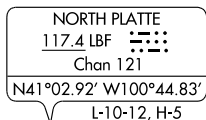
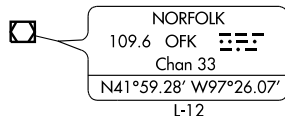
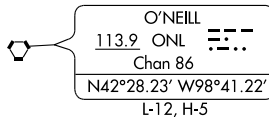
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

ATIS 120.4
OMAHA CLNC DEL
119.9
OMAHA DEP CON
120.1 354.05



NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

NOTE: Rwy 14L: 400-2 or std. with a min.
climb of 210' per NM to 1500'.
Rwy 18: 300-1.



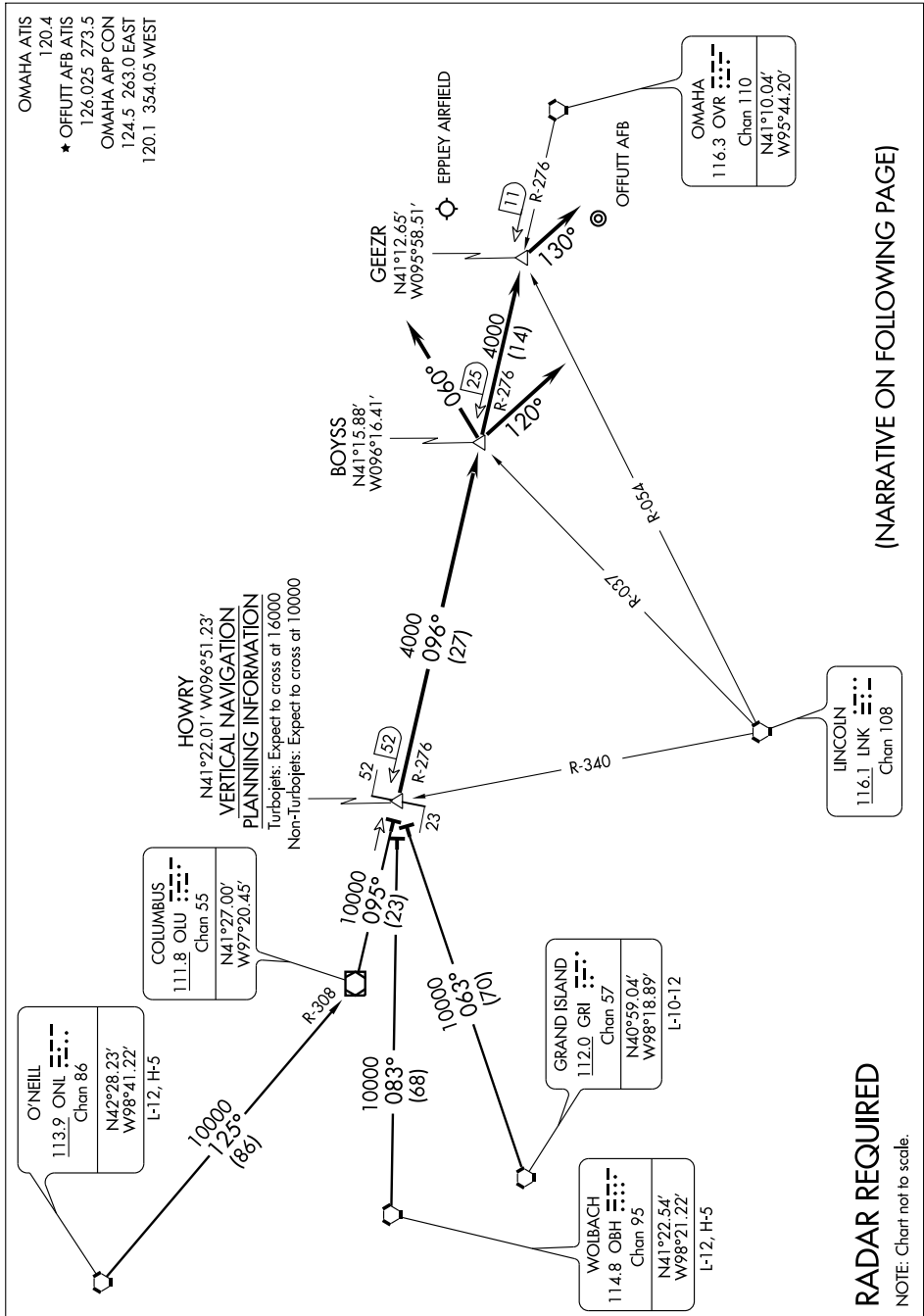
DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

HOWRY ONE ARRIVAL

OMAHA, NEBRASKA



ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence

. . . . Landing Eppley Airfield:

Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.

Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:

Runway 12: Expect radar vectors to final approach course.

Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

LOC/DME I-RAY 111.75 Chan 54 (Y)	APP CRS 139°	Rwy Idg 8500 TDZE 984 Apt Elev 984
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ILS or LOC/DME RWY 14L

OMAHA/ EPPLEY AIRFIELD (OMA)

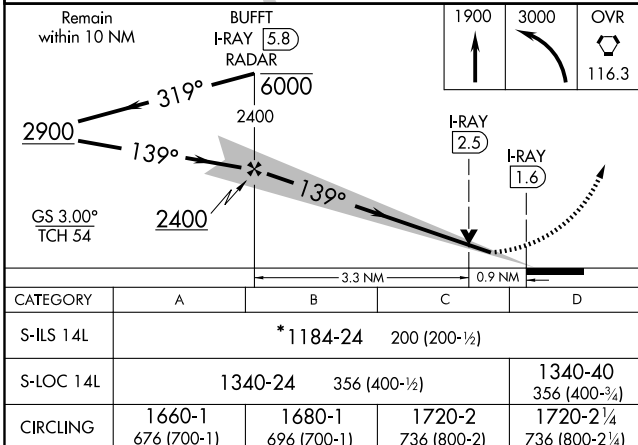
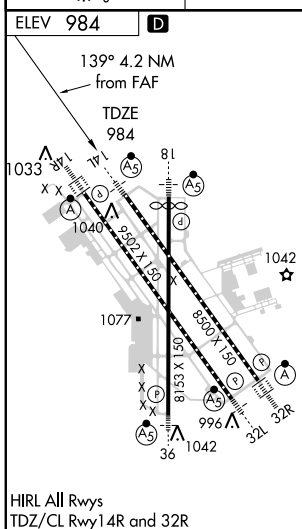
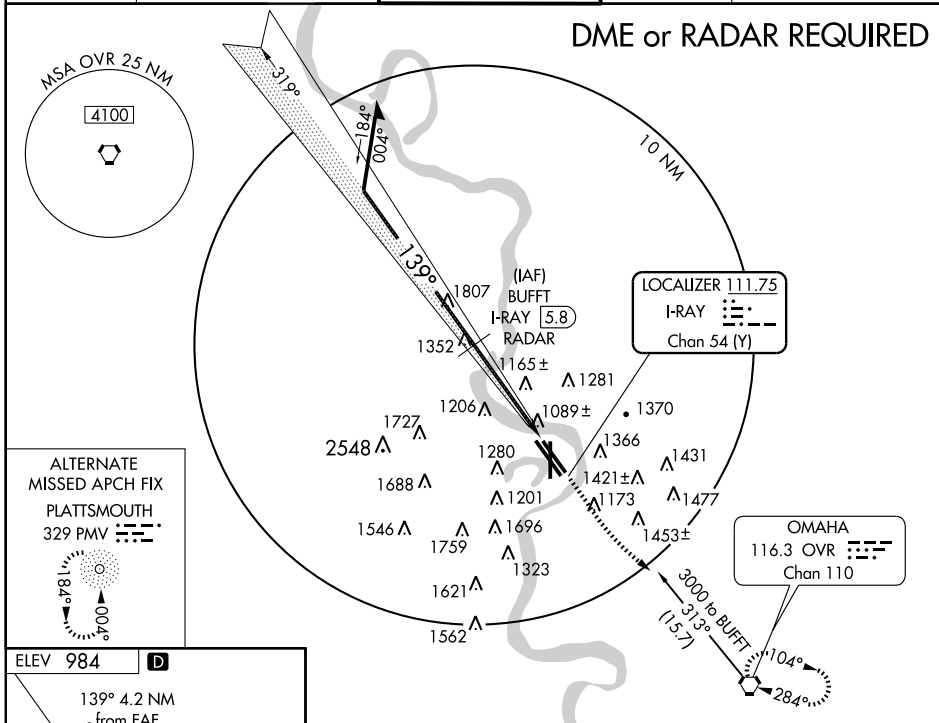
T * RVR 1800 authorized with the use of FD or AP or HUD to DA.

A Disregard outer marker indication.



MISSED APPROACH: Climb to 1900, then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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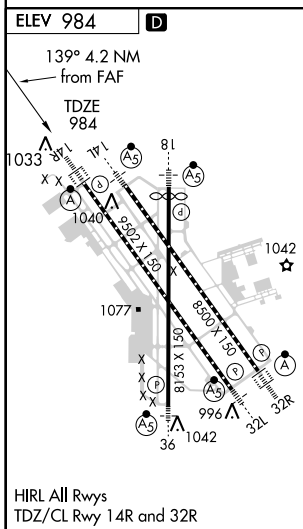
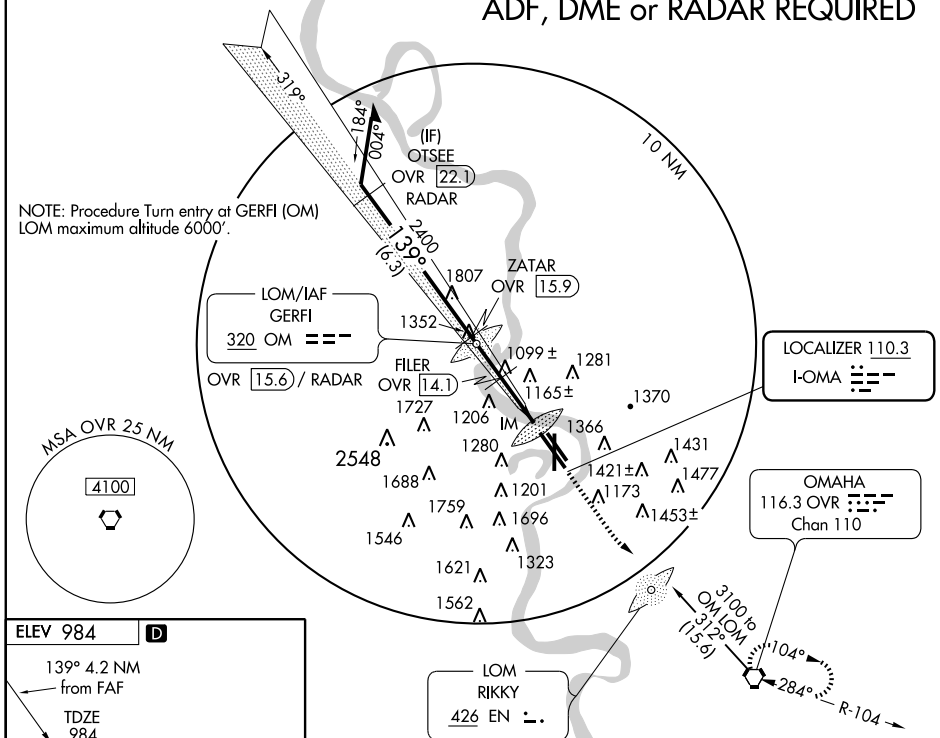
ILS or LOC/DME RWY 14R


OMAHA/EPPLEY AIRFIELD (OMA)

LOC I-OMA 110.3	APP CRS 139°	Rwy Idg 9502 TDZE 984 Apt Elev 984
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		ALSF-2 	MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.	
ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9

ADF, DME or RADAR REQUIRED



Remain within 10 NM		OM LOM OVR 15.6 /RADAR		1900 ↑	3000 ↷	OVR 116.3 
2900		319°	ZATAR OVR 15.9	FILER OVR 14.1	IM	* LOC only
GS 3.00° TCH 57		139°	* 2400	* 1800	OVR 11.7 ↷	
		1.8 NM		2.2 NM		0.1
CATEGORY	A	B	C	D		
S-ILS 14R	1184/18 200 (200-½)					
S-LOC 14R	1360/24 376 (400-½)					1360/40 376 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2 ¼ 736 (800-2 ¼)		

LOC/DME I-PPY 110.9 Chan 46	APP CRS 175°	Rwy Idg 8013 TDZE 981 Apt Elev 984
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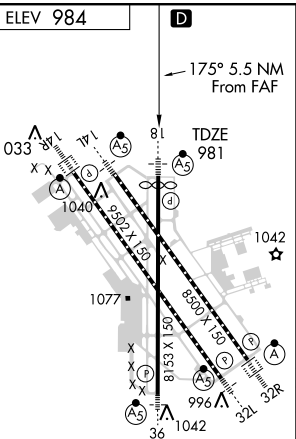
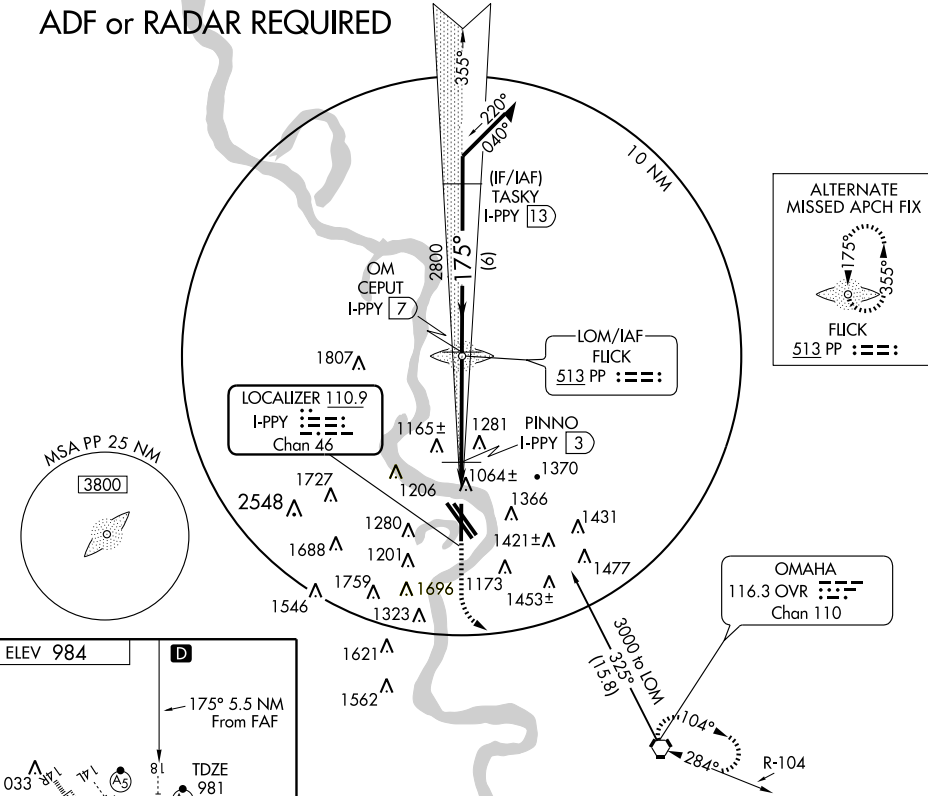
ILS or LOC/DME RWY 18
OMAHA/EPPLEY AIRFIELD (OMA)

For inoperative MALS, increase S-LOC 18 Cat D visibility to RVR 5000.
**S-ILS 18 RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS R MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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ADF or RADAR REQUIRED



Remain within 10 NM			
3000			
3000			
GS 3.00° TCH 51			
6 NM 4 NM 0.6 0.9 NM			
CATEGORY	A	B	C
S-ILS 18**	1181/24 200 (200-½)		
S-LOC 18	1320/24 339 (400-½)		
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)

HIRL All Rwys
TDZ/CL Rwy 14R and 32R

ILS or LOC RWY 32L

OMAHA/EPPLEY AIRFIELD (OMA)

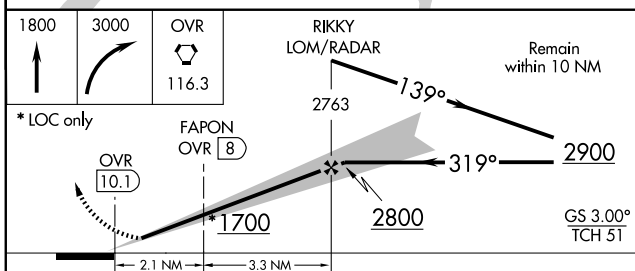
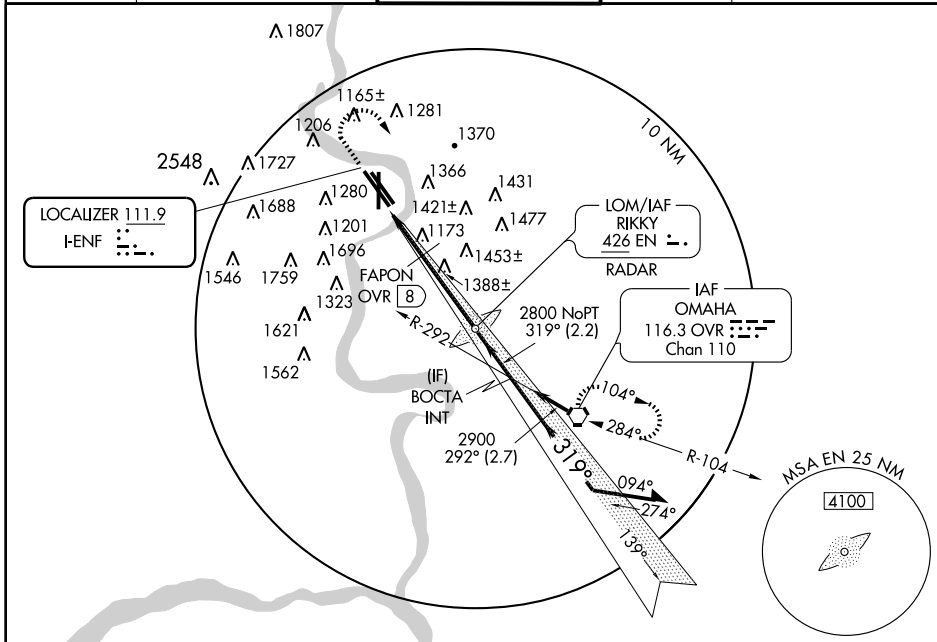
LOC I-ENF 111.9	APP CRS 319°	Rwy Idg TDZE Apt Elev	9502 980 984
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****RVR 1800 authorized with the use of FD or AP or HUD to DA.**

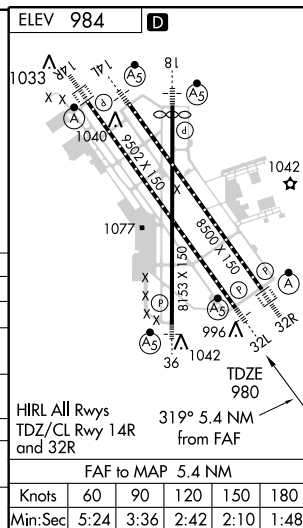


MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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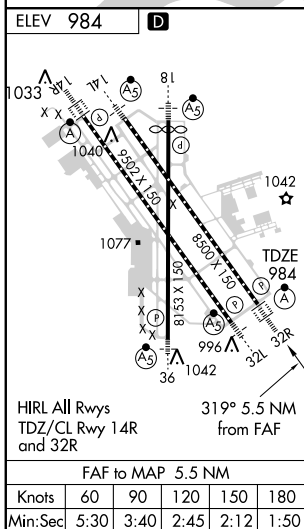
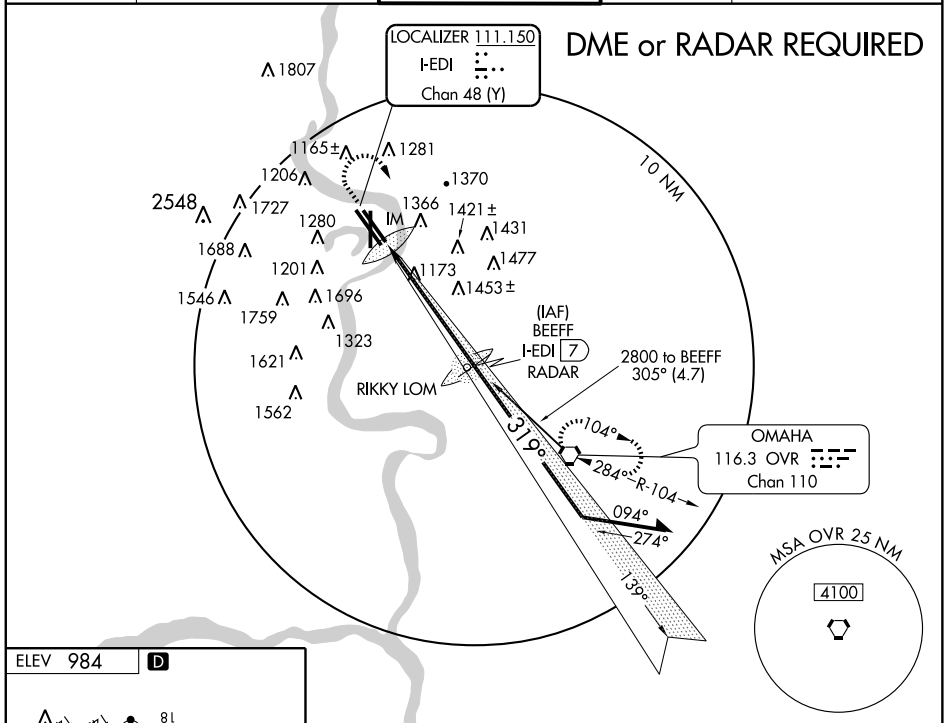
CATEGORY	A	B	C	D
S-ILS 32L	**1180/24 200 (200-½)			
S-LOC 32L	1700/24 720 (800-½)	1700-1½ 720 (800-1½)	1700-1¾ 720 (800-1¾)	
CIRCLING	1700-1 716 (800-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)	
FAPON FIX MINIMUMS				
S-LOC 32L	1620/24 640 (700-½)	1620/60 640 (700-1¼)	1620-1½ 640 (700-1½)	
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)





LOC/DME I-EDI 111.15 Chan 48 (Y)	APP CRS 319°	Rwy Idg TDZE Apt Elev 8500 984 984
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ILS or LOC RWY 32R OMAHA/EPPLEY AIRFIELD (OMA)

<div> <div> <div></div> <div></div> </div> <div> <div>ALSF-2</div> <div> <div></div> <div></div> </div> </div> </div>		<div>MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.</div>		
ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CINC DEL 119.9



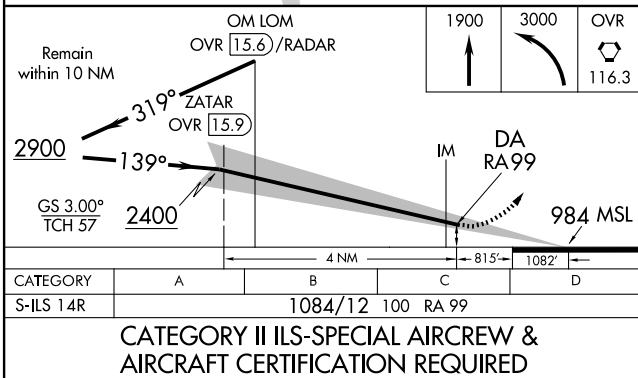
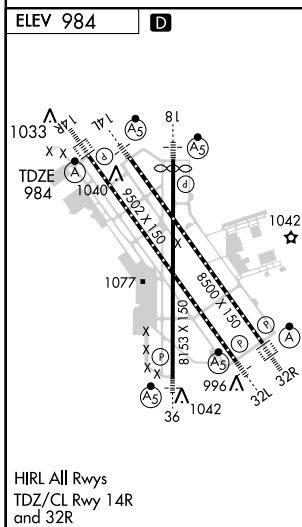
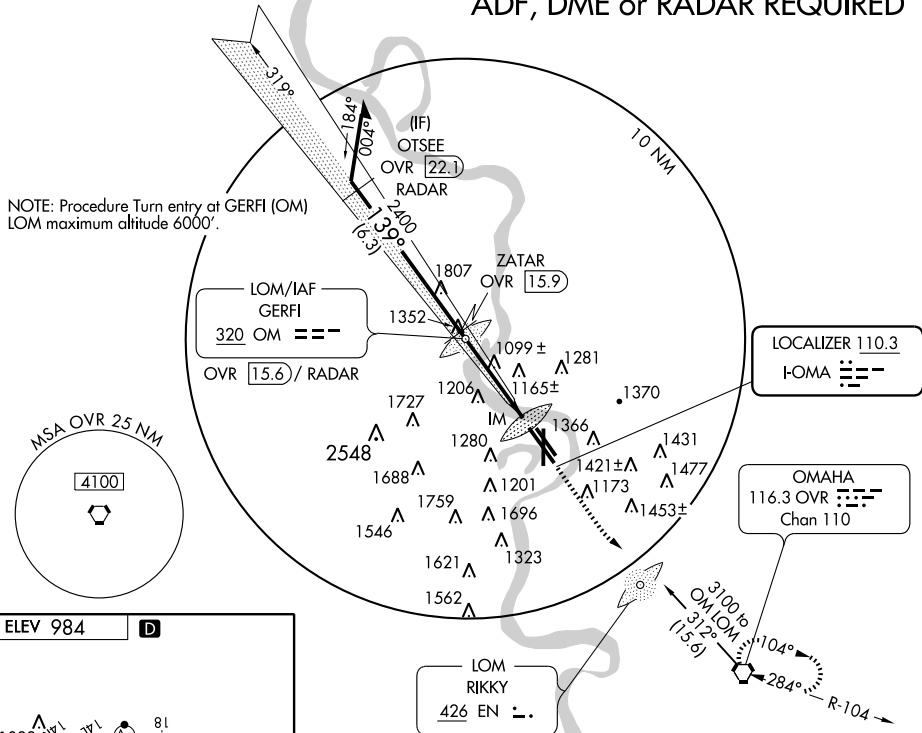
<div>1800</div> <div>↑</div>		<div>3000</div> <div></div>		<div>OVR</div> <div></div> <div>116.3</div>		<div>BEEFF</div> <div>I-EDI <div>7</div></div> <div>RADAR</div>		<div>Remain within 10 NM</div>	
<div>VGSI and ILS glidepath not coincident.</div>						<div><div>IM</div><div>I-EDI <div>1.6</div></div></div> <div><div>I-EDI <div>3.6</div></div></div> <div>2800</div> <div>139°</div> <div>319°</div> <div>2800</div> <div>2800</div> <div>GS 3.00°</div> <div>TCH 55</div>			
<div><div>0.2</div><div>1.8 NM</div><div>3.4 NM</div></div>									
CATEGORY		A		B		C		D	
S-ILS 32R		1184/18 200 (200-½)							
S-LOC 32R		1680/24 696 (700-½)				1680-1½ 696 (700-1½)		1680-1¾ 696 (700-1¾)	
CIRCLING		1680-1 696 (700-1)				1680-2 696 (700-2)		1680-2¼ 696 (700-2¼)	

LOC I-OMA	APP CRS	Rwy Idg	9502
110.3	139°	TDZE	984
		Apt Elev	984

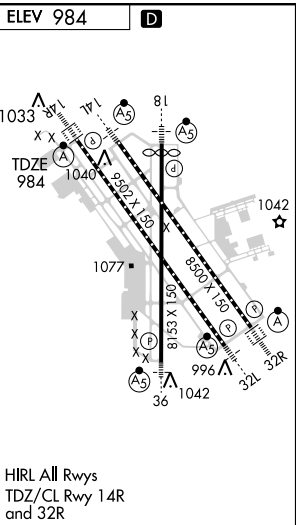
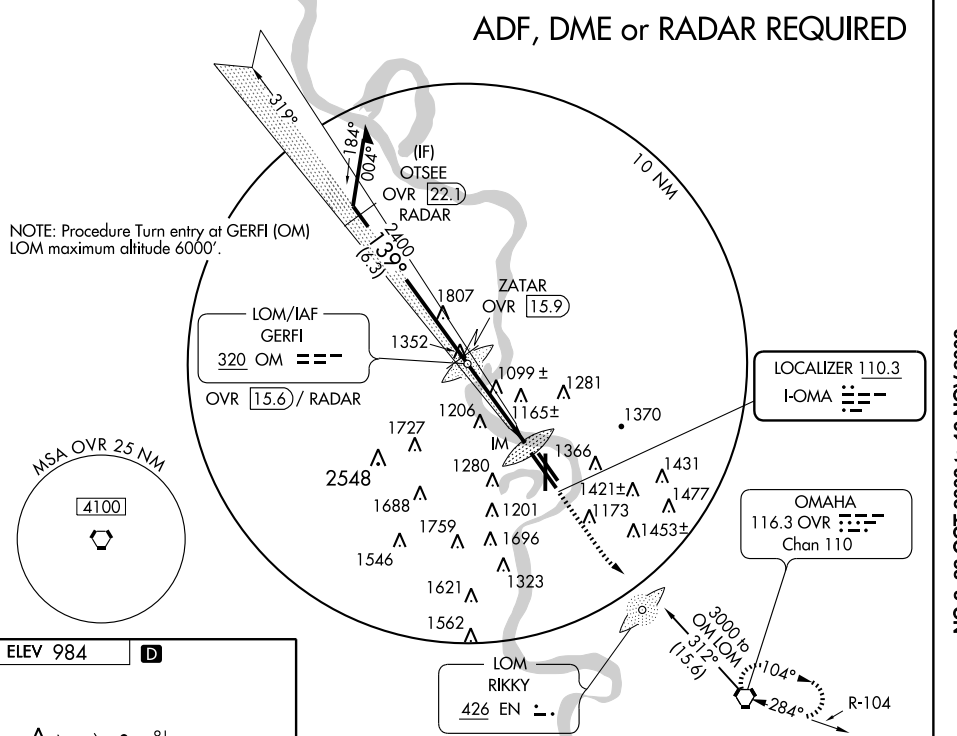
ILS RWY 14R (CAT II) OMAHA/EPPLEY AIRFIELD (OMA)


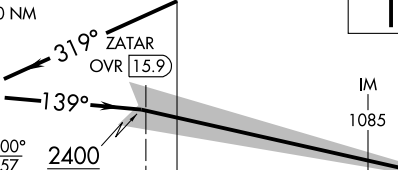
<div> <div>▼</div> <div>▲</div> </div>		<div> <div>ALSF-2</div> <div> </div> </div>	<div> <div>MISSED APPROACH:</div> <div>Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.</div> </div>	
<div> <div>ATIS</div> <div>120.4</div> </div>	<div> <div>OMAHA APP CON</div> <div>124.5 263.0 EAST</div> <div>120.1 354.05 WEST</div> </div>	<div> <div>OMAHA TOWER</div> <div>132.1 256.9</div> </div>	<div> <div>GND CON</div> <div>121.9</div> </div>	<div> <div>CINC DEL</div> <div>119.9</div> </div>

ADF, DME or RADAR REQUIRED



<div>▼</div> <div>▲</div>		ALSF-2 		MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.	
ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9	



Remain within 10 NM		OM LOM OVR 15.6 /RADAR		1900 ↑	3000 ↘	OVR 116.3 
2900	319° ZATAR OVR 15.9		IM 1085	984 MSL		
GS 3.00° TCH 57	2400		1082'			
		4 NM	830'	1082'		
CATEGORY	A	B	C	D		
S-ILS 14R	CAT IIIA		RVR 07			
S-ILS 14R	CAT IIIB		RVR 06			
S-ILS 14R	CAT IIIC		NA			
CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED						

NC-2, 22 OCT 2009 to 19 NOV 2009

AL-304 (FAA)

LOC/DME I-EDI <u>111.15</u> Chan 48 (Y)	APP CRS 319°	Rwy Idg 8500 TDZE 984 Apt Elev 984
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ILS RWY 32R (CAT II)
OMAHA/ EPPLEY AIRFIELD (OMA)

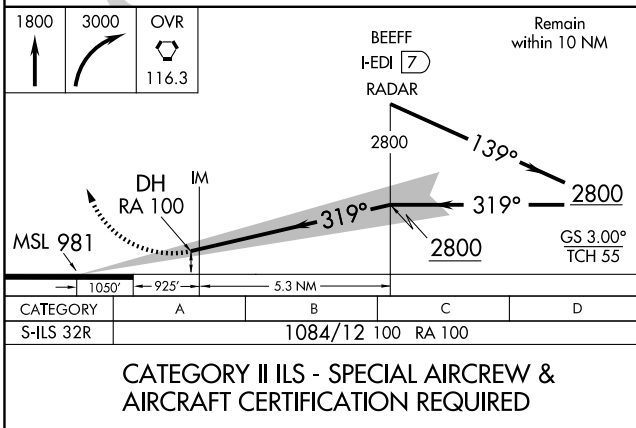
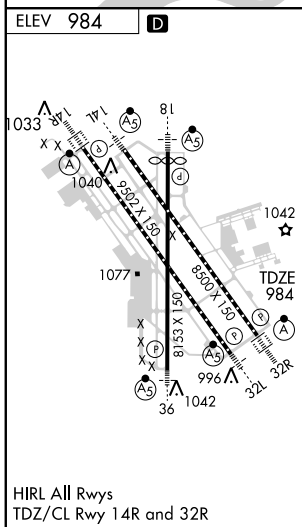
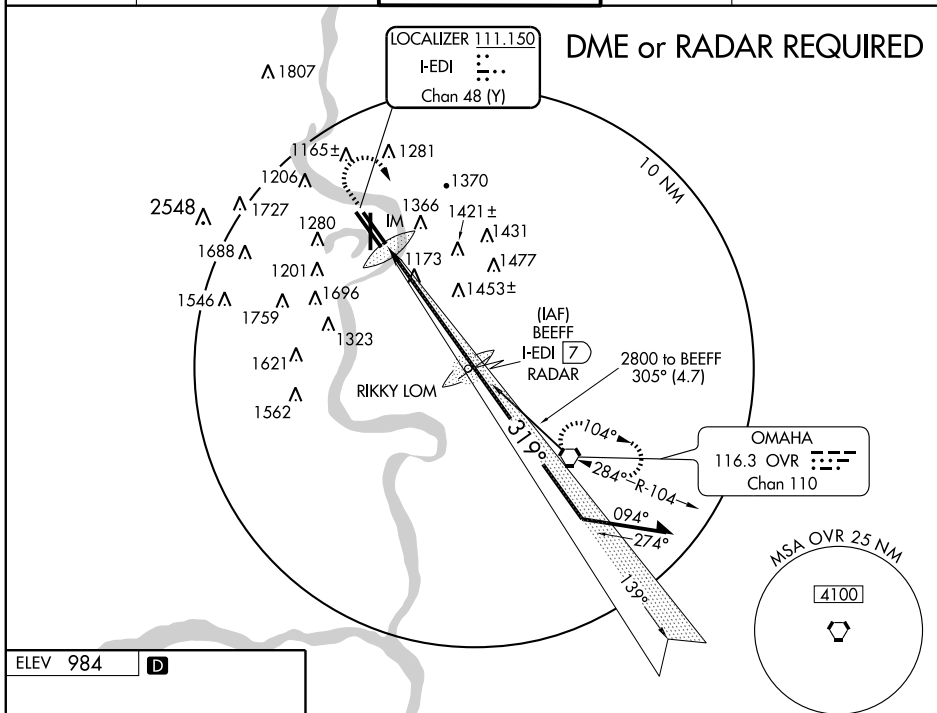


ALSF-2



MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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NC-2: 22 OCT 2009 to 19 NOV 2009

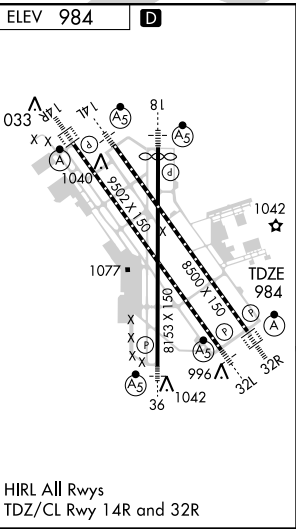
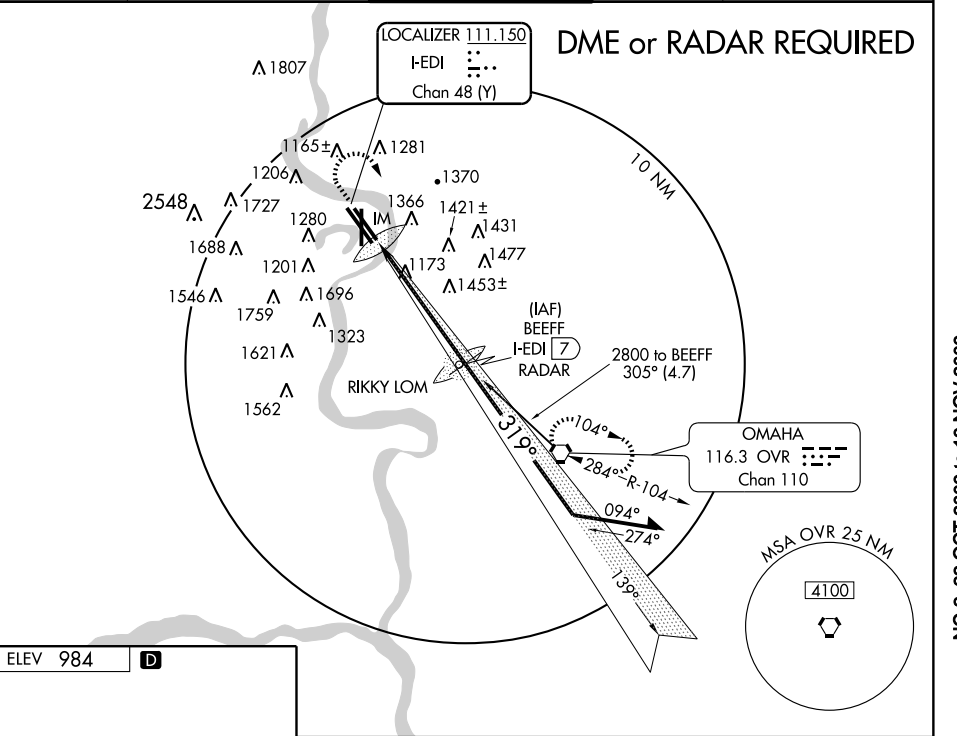
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ALSF-2

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CINC DEL 119.9
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1800
↑

3000
↷

OVR

116.3

BEEFF
I-EDI **7**
RADAR

Remain within 10 NM

1085

2800

3190

5.3 NM

CS 3.00°
TCH 55

CATEGORY	A	B	C	D
S-ILS 32R		CAT IIIA	RVR 07	
S-ILS 32R		CAT IIIB	RVR 06	
S-ILS 32R		CAT IIIC	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

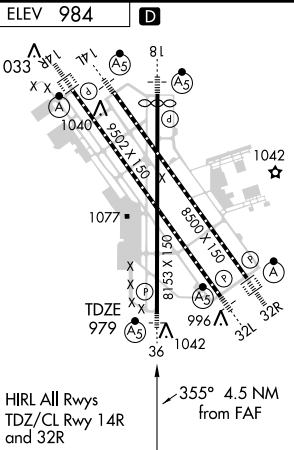
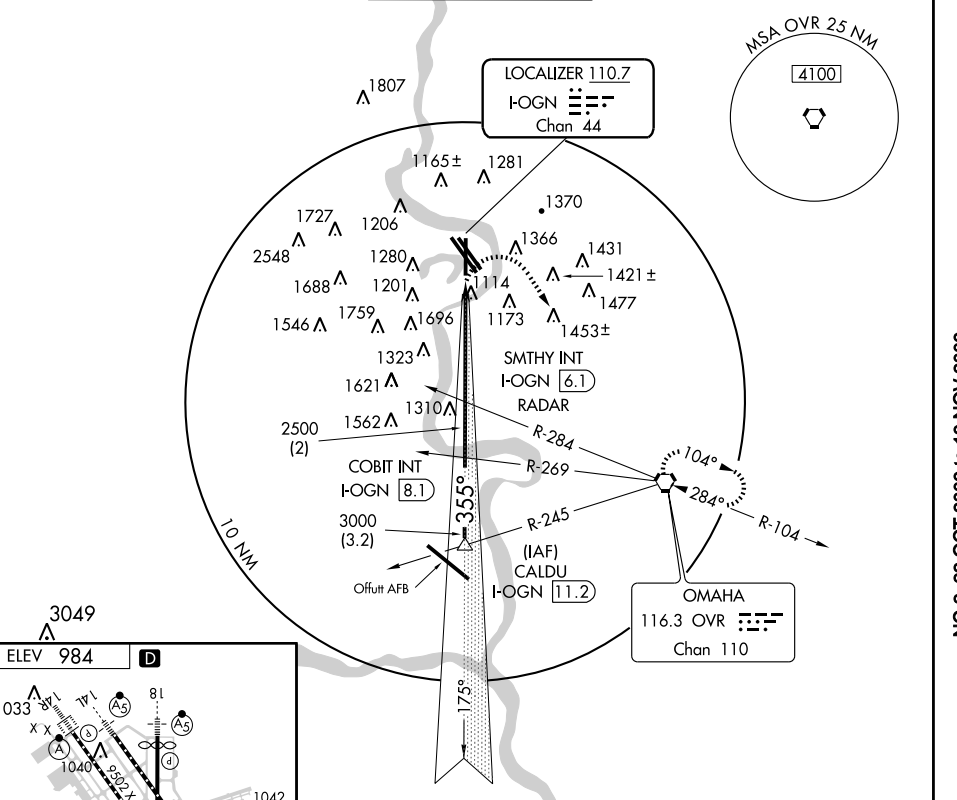
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MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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2000

3000

OVR

SMTHY I-OGN [6.1] RADAR

COBIT I-OGN [8.1]

CALDU I-OGN [11.2]

FETGO I-OGN [1.6]

355°

4000

3000

2500

GS 3.00° TCH 58

Procedure Turn NA

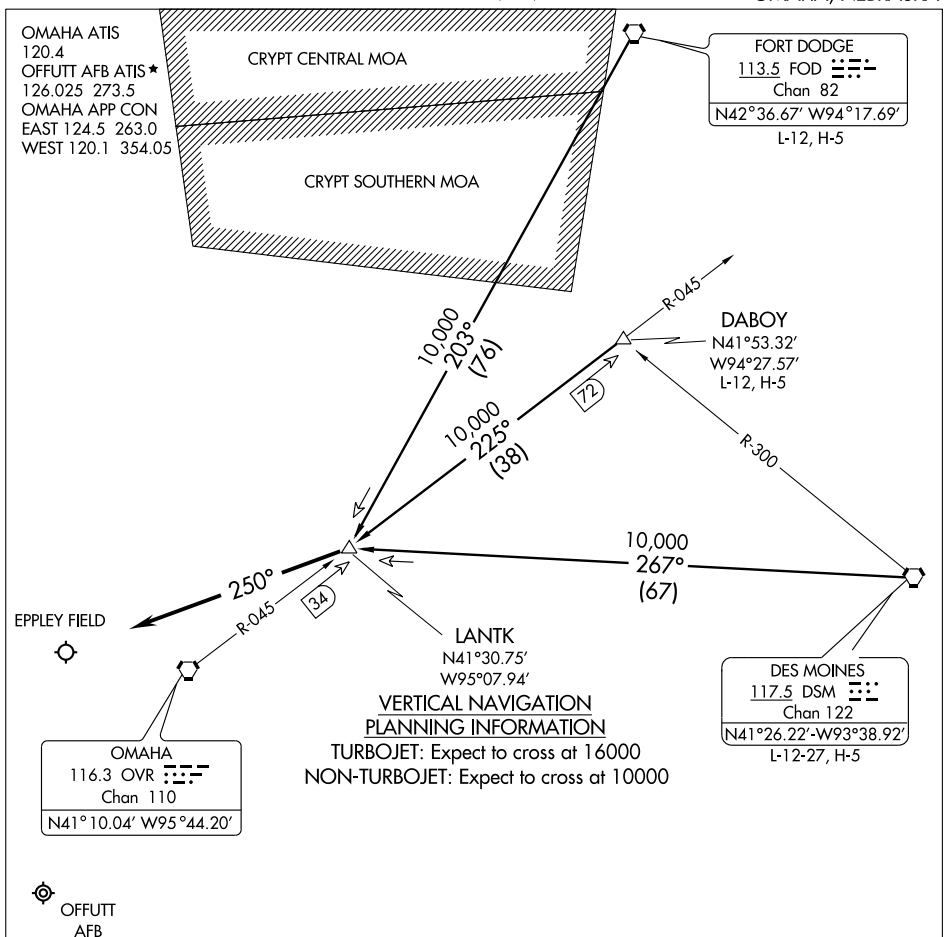
CATEGORY	A	B	C	D
S-ILS 36	1179-1/2 200 (200-1/2)			
S-LOC 36	1380-1/2	401 (400-1/2)	1380-3/4	401 (400-3/4)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2 1/4 736 (800-2 1/4)

NC-2: 22 OCT 2009 to 19 NOV 2009

LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



Note: Chart not to scale.

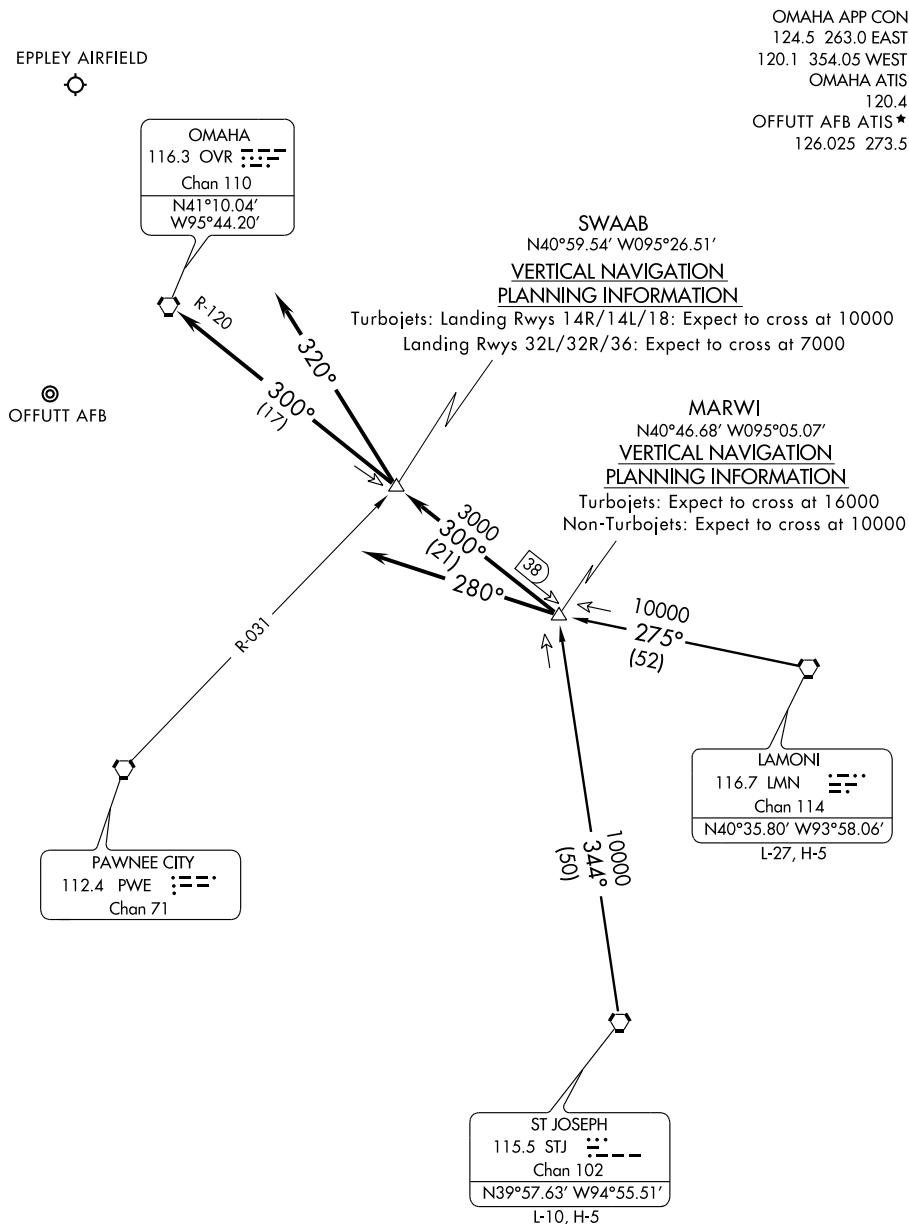
RADAR REQUIRED

FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . .

. . . From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.



NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.

ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:

Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence

Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence

LANDING OFFUTT AFB:

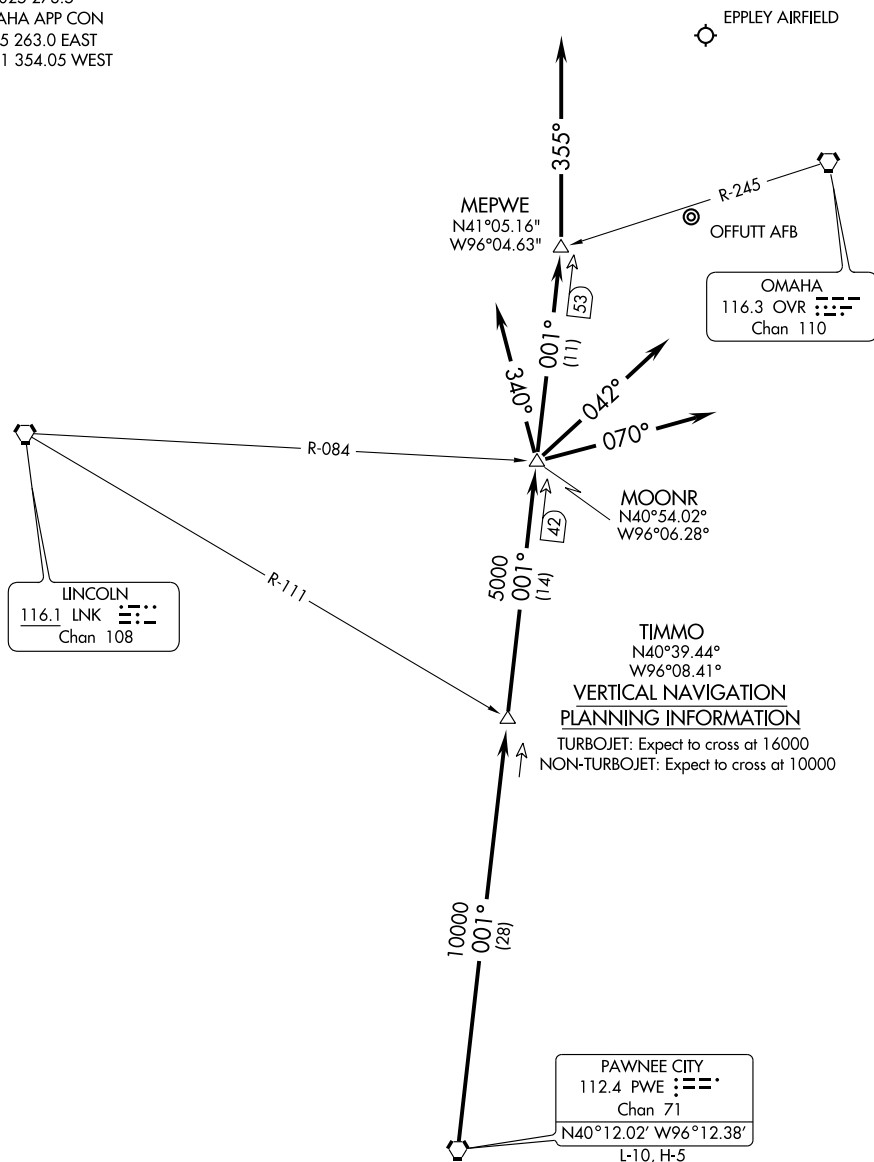
Depart MARWI INT via heading 280°. Thence

. . . . Expect radar vectors to final approach course.

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY ATIS 120.4
 OFFUTT AFB ATIS
 126.025 273.5
 OMAHA APP CON
 124.5 263.0 EAST
 120.1 354.05 WEST



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

RNAV (GPS) RWY 14L

OMAHA/EPPLEY FIELD (OMA)

WAAS
Ch **56699**
W14B

APP CRS
139°

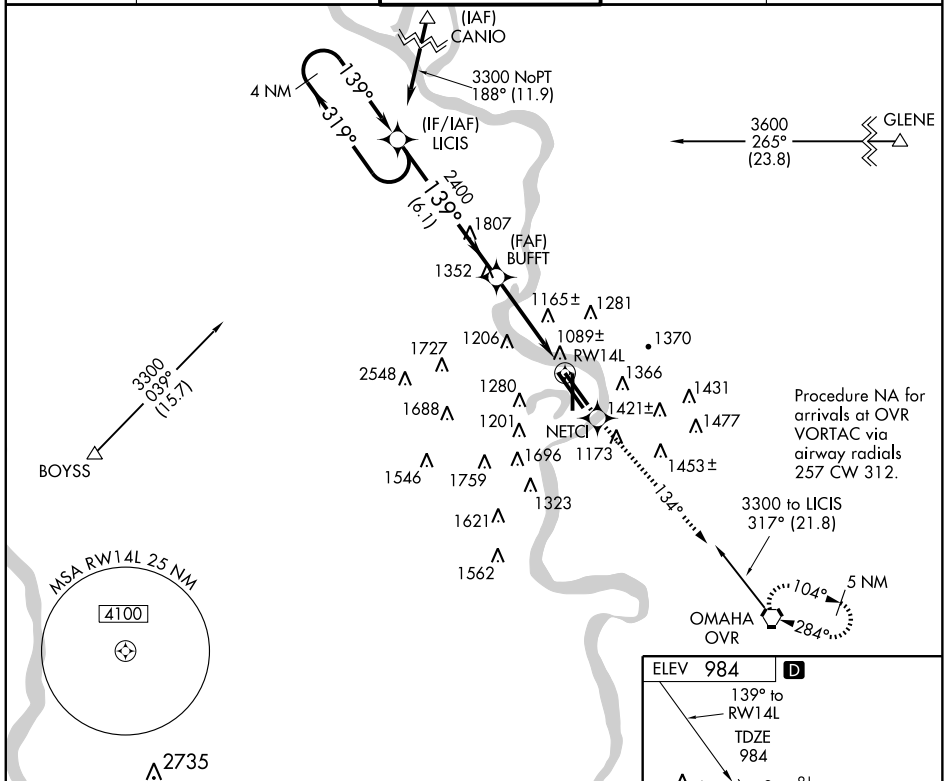
Rwy Idg **8500**
TDZE **984**
Apt Elev **984**

For inoperative MALS, increase LPV visibility all Cnts to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

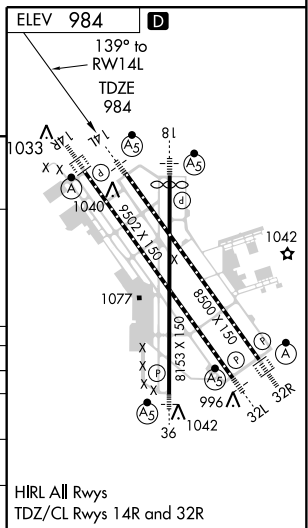
MALS


MISSED APPROACH: Climb to 3000 direct NETCI and via 134° track to OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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4 NM Holding Pattern		LICIS		3000 ↑		NETCI ✦		TRK 134° ↗		OVR ◻	
3300 ← 319° 139° →		139°		BUFFT		* 1.5 NM to RW14L		RW14L		* LNAV only	
GS 3.00° TCH 54		6.1 NM		2.7 NM		1.5					
CATEGORY		A		B		C		D			
LPV DA		1273-24		289 (300-½)							
LNAV/VNAV DA		1521-60		537 (600-¼)							
LNAV MDA		1520-24 536 (600-½)				1520-50 536 (600-1)				1520-60 536 (600-¼)	
CIRCLING		1660-1 676 (700-1)		1680-1 696 (700-1)		1720-2 736 (800-2)				1720-2¼ 736 (800-2¼)	



HIRL All Rwys
TDZ/CL Rwys 14R and 32R

⚠

Baro-VNAV NA below -16°C (4°F). For inoperative MALSRS increase LPV visibility all Cnts to RVR 5000. DME/DME RNP-0.3 NA.

ALSIF2

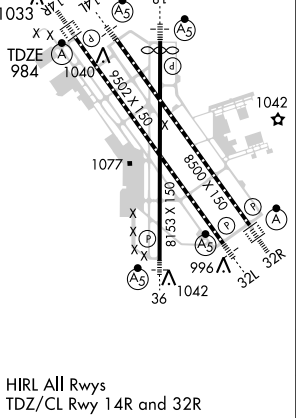
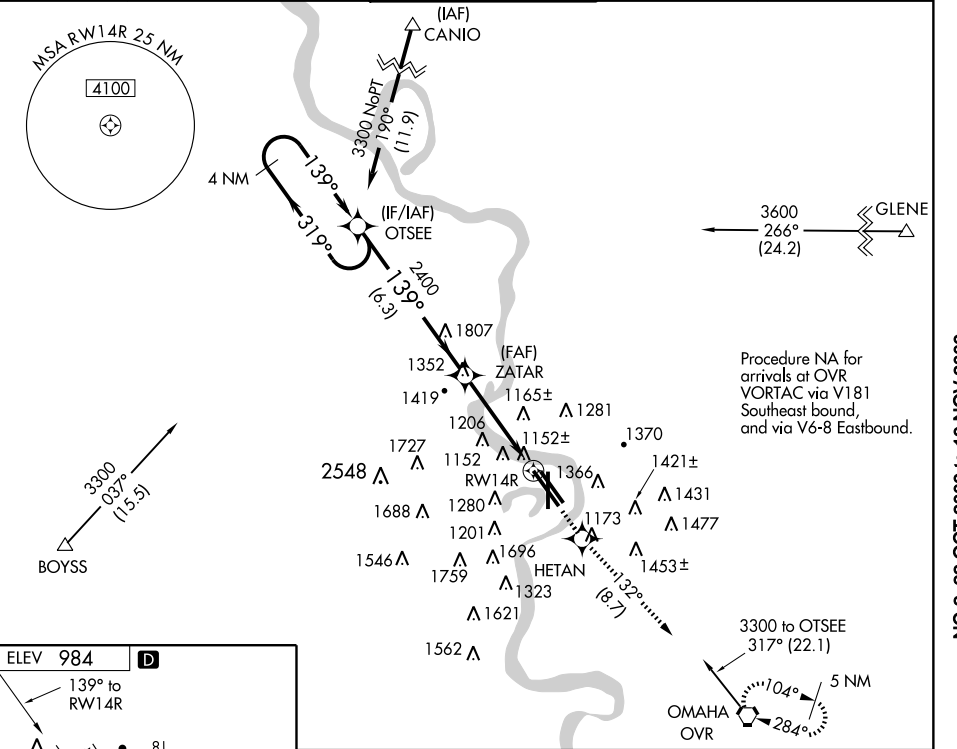
⬆

⬆

⬆

MISSED APPROACH: Climb to 3000 direct HETAN and via 132° track to OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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3000	HETAN	132° TRK	OVR	OTSEE	4 NM Holding Pattern
* 1.5 NM to RW14R		ZATAR		319° → 3300	← 139°
* LNAV only		RW14R		2400	GS 3.00° TCH 57
CATEGORY	A	B	C	D	
LPV DA	1273/24 289 (300-½)				
LNAV/VNAV DA	1471/60 487 (500-1¼)				
LNAV MDA	1500/24 516 (600-½)		1500/50 516 (600-1¼)		1500/60 516 (600-1¼)
CIRCLING	1660-1¾ 676 (700-1¾)	1680-1¾ 696 (700-1¾)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)	

WAAS Ch 60917 W32A	APP CRS 319°	Rwy Idg 9502 TDZE 980 Apt Elev 984
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RNAV (GPS) RWY 32L

OMAHA/EPPLEY FIELD (OMA)

T Baro-VNAV NA below -16°C (4°F). For inoperative
A MALSR increase LPV visibility all Cats to RVR 5000.
DME/DME RNP-0.3 NA.

MALSR

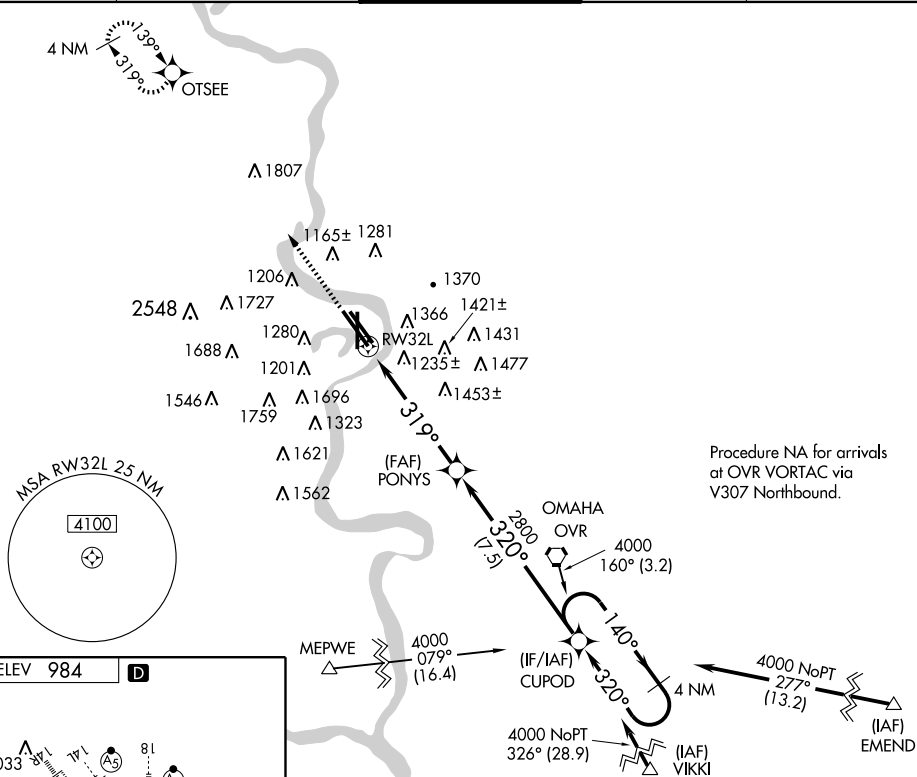
MISSED APPROACH: Climb to 3300 direct OTSEE and hold.

ATIS
120.4

OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST

OMAHA TOWER
132.1 256.9

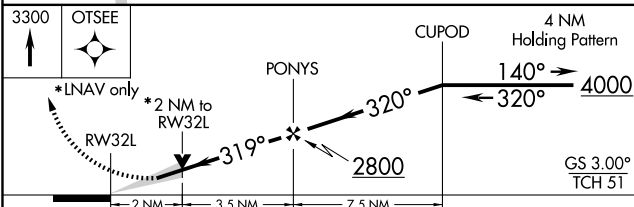
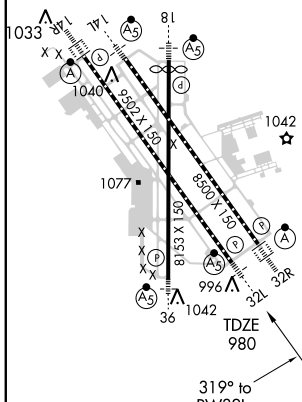
GND CON
121.9

CLNC DEL
119.9

Procedure NA for arrivals
at OVR VORTAC via
V307 Northbound.

ELEV 984

D



CATEGORY		A	B	C	D
LPV	DA	1277-24 297 (300-½)			
LNAV/ VNAV	DA	1683-2 703 (700-2)			
LNAV MDA		1680/24 700 (700-½)		1680-1½ 700 (700-1½)	1680-1¾ 700 (700-1¾)
CIRCLING		1680-2½ 696 (700-2½)		1720-2 ½ 736 (800-2½)	

HIRL All Rwys
TDZ/CL Rwy 14R and 32R

WAAS Ch 90599 W32B	APP CRS 319°	Rwy Idg TDZE Apt Elev	8500 984 984
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RNAV (GPS) RWY 32R

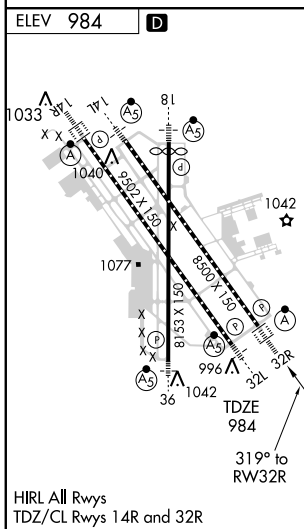
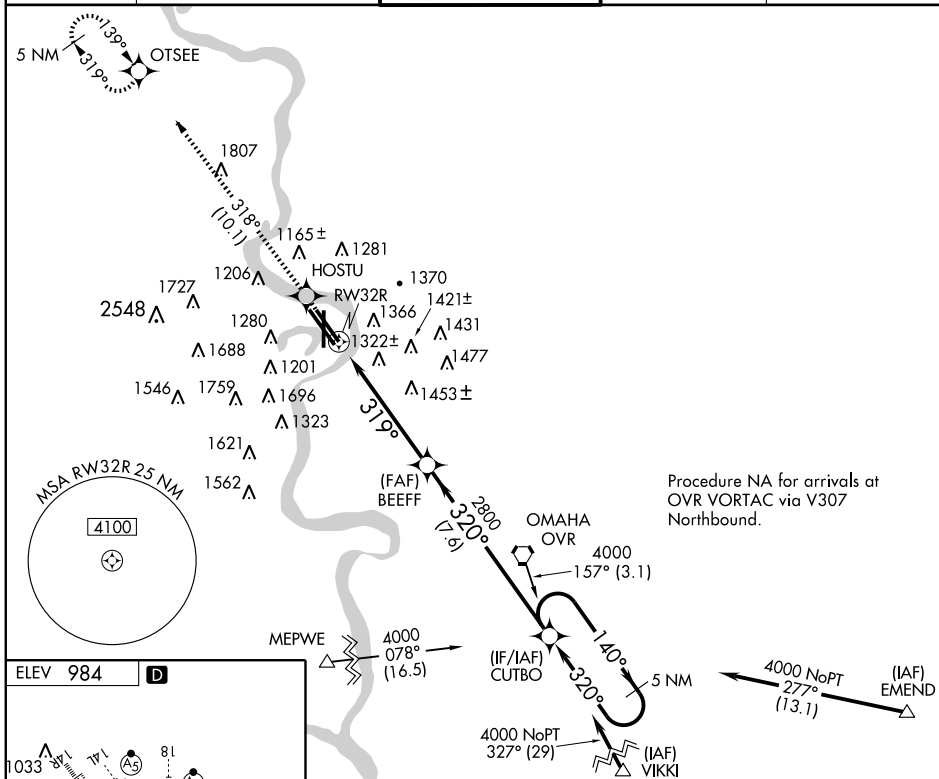
OMAHA/EPPLEY FIELD (OMA)

▼ Baro-VNAV NA below -16°C (4°F). For inoperative ALSF, increase LPV visibility all Cats. to RVR 6000.
▲ DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 3300 direct HOSTU and via 318° track to OTSEE and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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3300	HOSTU	TRK 318°	OTSEE	5 NM Holding Pattern
* LNAV only	* 2 NM to RW32R	BEEFF	CUTBO	4000
2 NM	3.5 NM	7.6 NM		GS 3.00° TCH 55
CATEGORY	A	B	C	D
LPV DA	1326/40 342 (400-¾)			
LNAV/VNAV DA	1690-2 706 (800-2)			
LNAV MDA	1680/24	696 (700-½)	1680-1½ 696 (700-1½)	1680-1¾ 696 (700-1¾)
CIRCLING	1700-2½ 716 (800-2½)			

▼

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV Cats. A and B visibility to 1 mile. Inoperative table does not apply to LPV.

MALSR

MISSED APPROACH: Climb to 3000 direct TASKY and hold.

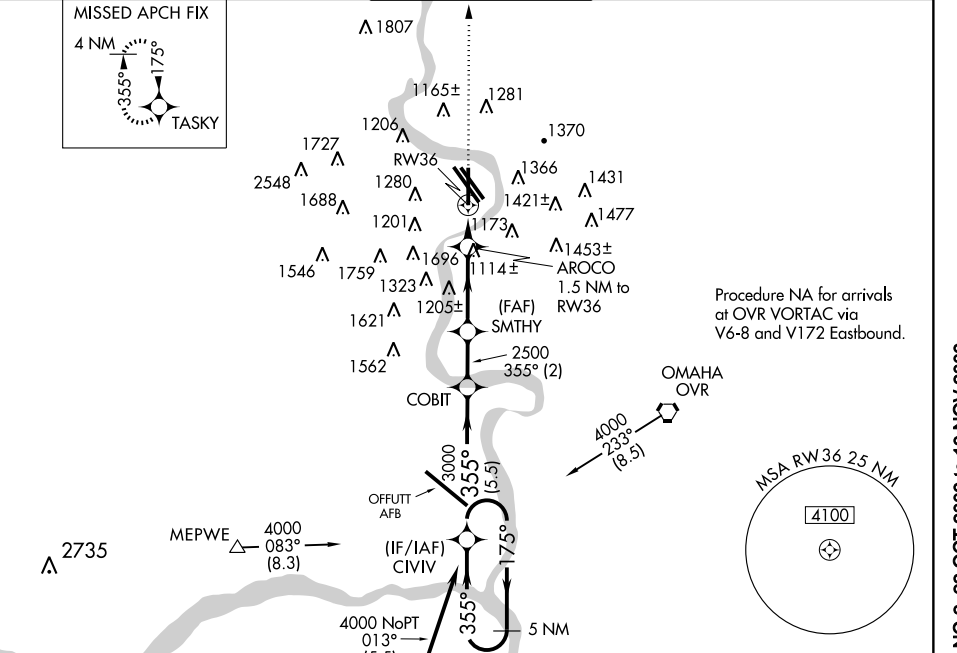
ATIS
120.4

OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST

OMAHA TOWER
132.1 256.9

GND CON
121.9

CLNC DEL
119.9



3000 TASKY

VGSI and RNAV glidepath not coincident.

* LNAV only

* AROCO 1.5 NM to RW36

SMTHY

COBIT

CIVIV

4 NM Holding Pattern

1520

2500

3000

1.5

3 NM

2 NM

5.5 NM

GS 3.00°

TCH 58

CATEGORY	A	B	C	D
LPV DA	1229-3/4	250 (300-3/4)		
LNAV/VNAV DA	1473-1 1/4	494 (500-1 1/4)		
LNAV MDA	1420-3/4	441 (500-3/4)		1420-1 441 (500-1)
CIRCLING	1660-1 3/4 676 (700-1 3/4)	1680-1 3/4 696 (700-1 3/4)	1720-2 736 (800-2)	1720-2 1/4 736 (800-2 1/4)

ELEV 984

HIRL All Rwy TDZ/CL Rwy 14R and 32R

NC-2: 22 OCT 2009 to 19 NOV 2009

SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST
EPPLEY AIRFIELD ATIS
120.4
OFFUTT AFB ATIS ★
126.025 273.5

BECOM
N41°57.81' W096°07.87'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Expect to cross at 16000
Non-Turbojets: Expect to cross at 11000

SIOUX CITY
116.5 SUX
Chan 112
N42°20.67' W96°19.42'
L-12

AANDY
N41°49.18'
W096°03.55'

CANIO
N41°38.81'
W095°58.38'

EPPLEY AIRFIELD

OFFUTT AFB

OMAHA
116.3 OVR
Chan 110

NOTE: DME Required
NOTE: RADAR Required
NOTE: Chart not to scale.

From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME.
Thence

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME,
Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other
runways: fly heading 145° for RADAR vectors to final approach course.

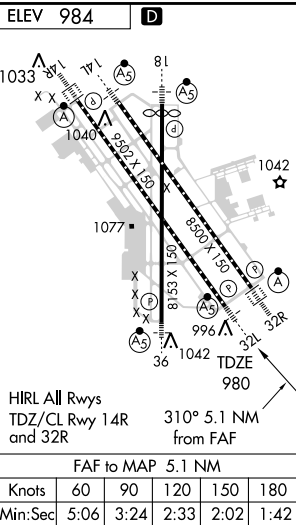
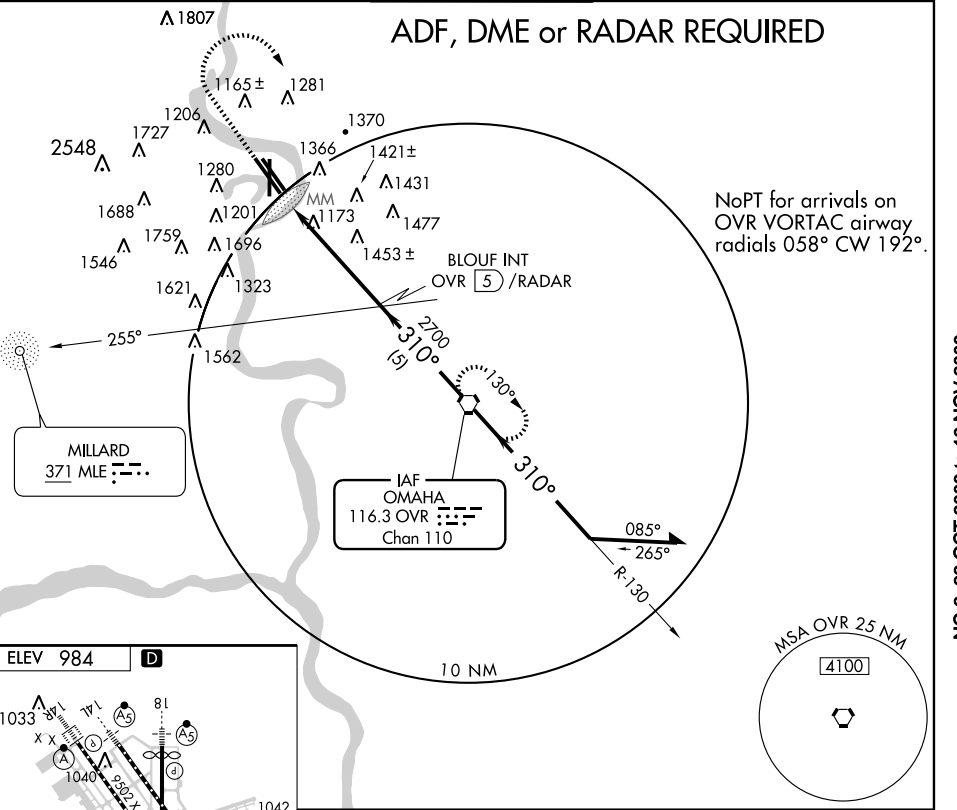
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MALS R

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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	2000	3000	OVR	VORTAC	Remain within 10 NM			
			116.3					
				BLOUF INT OVR (5) /RADAR				
				OVR (10.1)	OVR (8.1)			
				310°	310°	310°	310°	310°
				2700	2800	2800	2800	2800
				3.07°				
				TCH 52				
				2.1	3 NM	5 NM		
CATEGORY	A		B		C		D	
S-32L	1680/24		700 (700-½)		1680-1½ 700 (700-1½)		1680-1¾ 700 (700-1¾)	
CIRCLING	1680-1		696 (700-1)		1720-2 736 (800-2)		1720-2¼ 736 (800-2¼)	

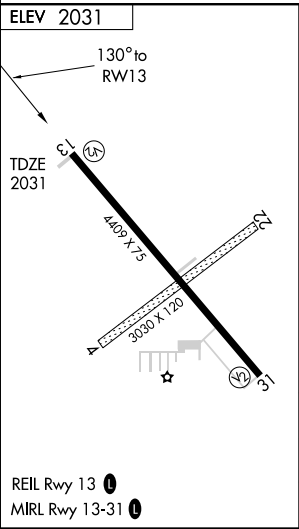
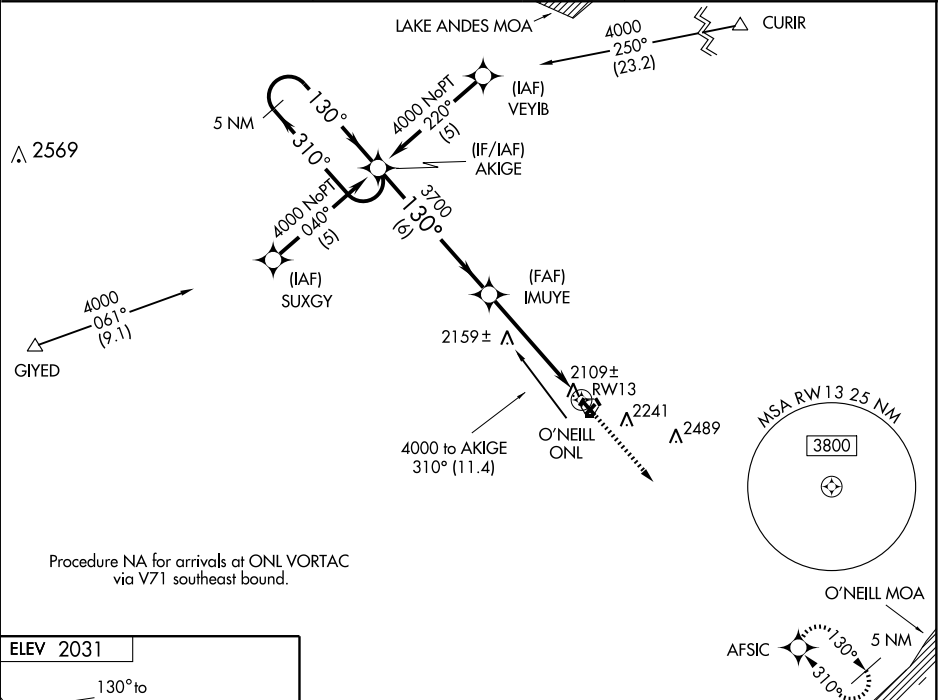
WAAS CH 90203 W13A	APP CRS 130°	Rwy Idg TDZE Apt Elev	4409 2031 2031
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RNAV (GPS) RWY 13

O'NEILL / THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

<p>▼ ▲</p>	<p>BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. VDP NA when using Evelyn Sharp Field altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4000 direct AFSIC and hold.</p>
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AWOS-3 121.125	MINNEAPOLIS CENTER 128.0 385.5	UNICOM 122.8 (CTAF) ①
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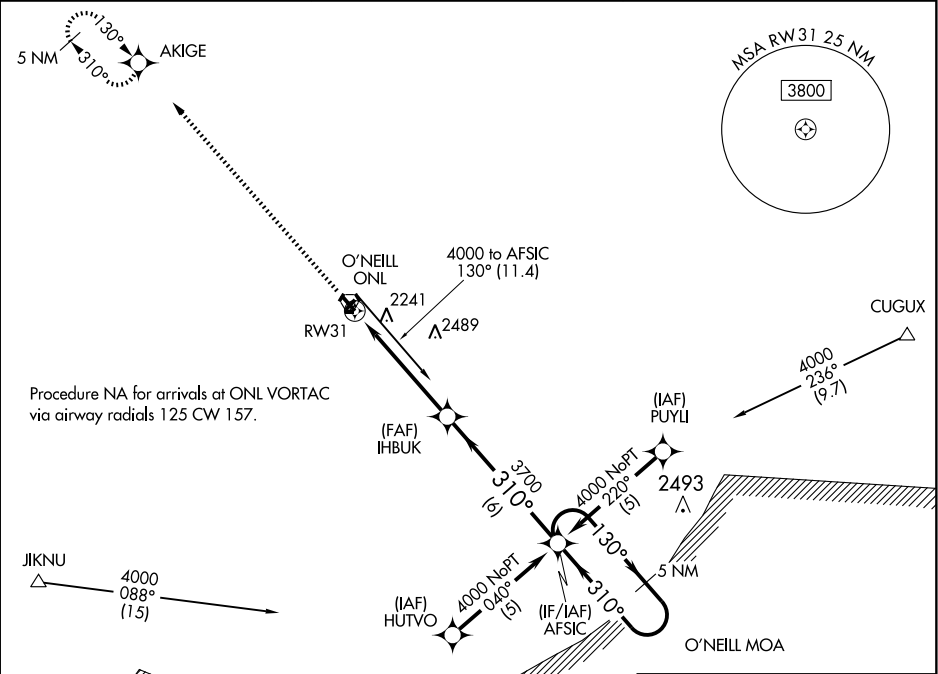
5 NM Holding Pattern				4000	AFSIC
				↑	✧
				* LNAV only.	
AKIGE				IMUYE	* 1.1 NM to RW13
4000 ← 310°				130° →	
GS 3.00° TCH 39				3700	
				6 NM	3.9 NM
CATEGORY	A	B	C	D	
LPV DA	2307-1	276 (300-1)		NA	
LNAV/VNAV DA	2379-1¼	348 (400-1¼)		NA	
LNAV MDA	2420-1	389 (400-1)		NA	
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	NA	

WAAS CH 70503 W31A	APP CRS 310°	Rwy Idg TDZE Apt Elev	4409 2031 2031
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RNAV (GPS) RWY 31

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

<p>▼ If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 4000 direct AKIGE and hold.</p>
<p>AWOS-3 121.125</p>	<p>MINNEAPOLIS CENTER 128.0 385.5</p>
	<p>UNICOM 122.8 (CTAF) 0</p>



4000

↑

AKIGE

✱

5 NM Holding Pattern

AFSIC

130° →

← 310°

4000

310°

3700

GS 3.00°

TCH 39°

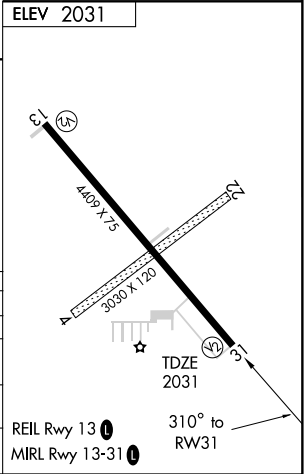
IHBUK

RW31

5 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	2281-1	250 (300-1)		NA
LNAV/ VNAV DA	2600-2	569 (600-2)		NA
LNAV MDA	2580-1	549 (600-1)	2580-1½ 549 (600-1½)	NA
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	NA



VORTAC ONL 113.9 Chan 86	APP CRS 318°	Rwy Idg TDZE Apt Elev	4409 2030 2031
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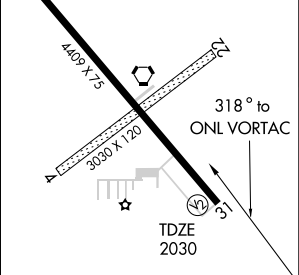
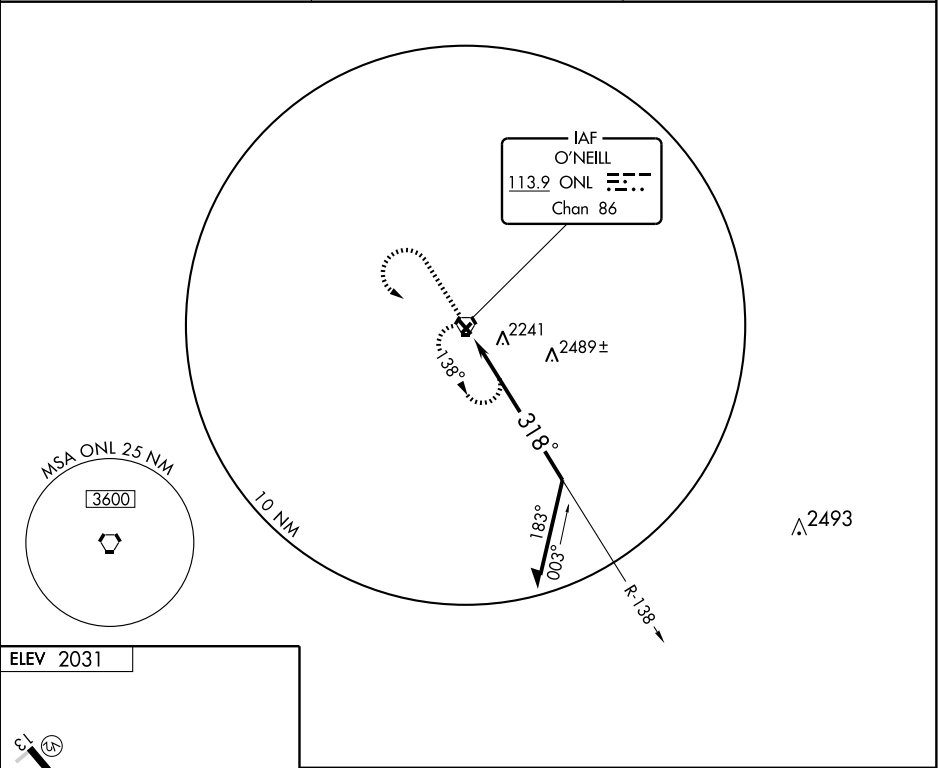
VOR RWY 31

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

▼

MISSED APPROACH: Climb to 3600 then left turn direct ONL VORTAC and hold.

AWOS-3 121.125	MINNEAPOLIS CENTER 128.0 385.5	UNICOM 122.8 (CTAF) 0
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REIL Rwy 13 **L**

MIRL Rwy 13-31 **L**

Knots	60	90	120	150	180
Min:Sec					

	3600	ONL 113.9		
			VORTAC	Remain within 10 NM
			138°	3600
			318°	
CATEGORY	A	B	C	D
S-31	2560-1	530 (600-1)	2560-1½ 530 (600-1½)	2560-1¾ 530 (600-1¾)
CIRCLING	2560-1	529 (600-1)	2560-1½ 529 (600-1½)	2600-2 569 (600-2)

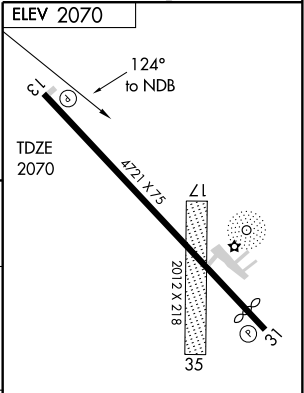
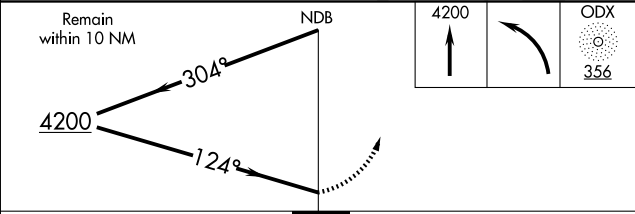
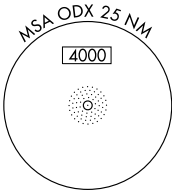
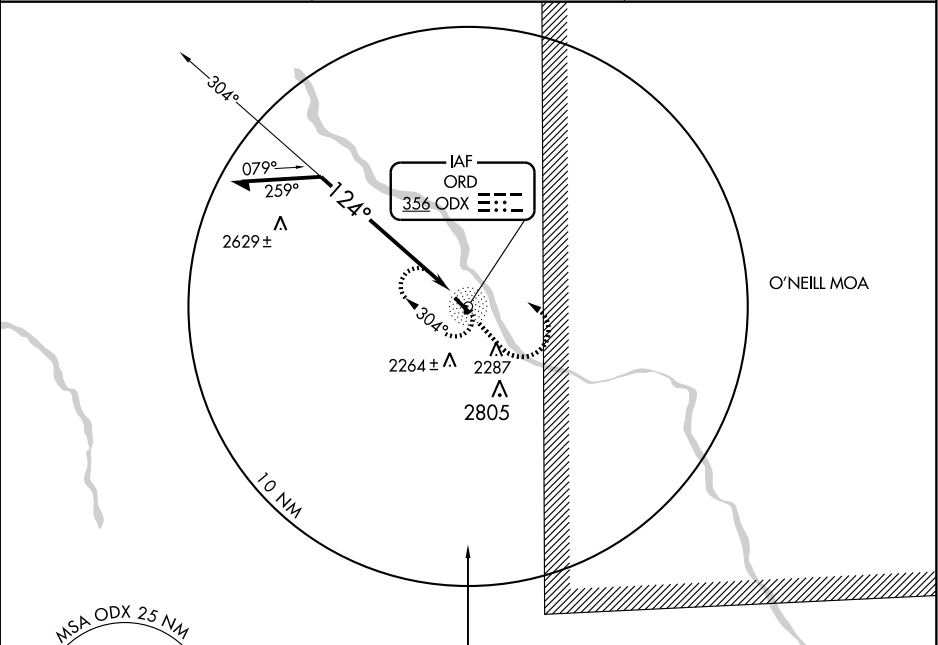
NDB ODX 356	APP CRS 124°	Rwy Idg TDZE Apt Elev	4721 2070 2070
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NDB RWY 13

ORD/EVELYN SHARP FIELD (ODX)

Visibility reduction by helicopters NA. Circling to Rwy 17-35 NA. When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet; and all Cat B visibilities ¼ mile.	MISSED APPROACH: Climb to 4200 then left turn direct ODX NDB and hold.
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ASOS 119,925	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-13	2980-1¼	910 (1000-1¼)	NA	
CIRCLING	2980-1¼	910 (1000-1¼)	NA	

MIRL Rwy 13-31

WAAS CH 90312 W13A	APP CRS 131°	Rwy Idg 4721 TDZE 2070 Apt Elev 2070
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RNAV (GPS) RWY 13

ORD/EVELYN SHARP FIELD (ODX)

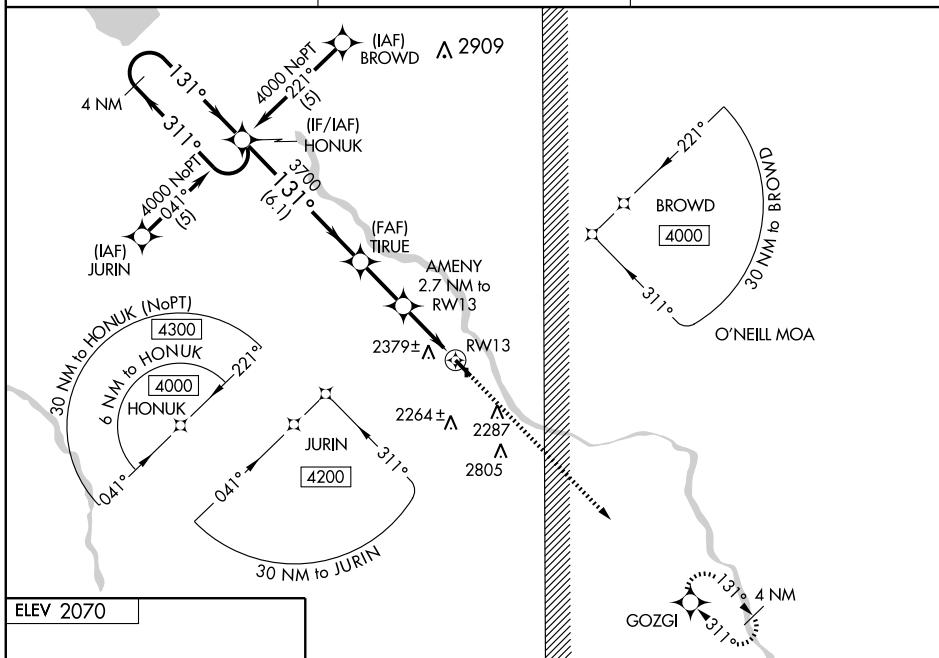
- T** Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and all MDA 160 feet; increase all LPV and LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile.

MISSED APPROACH:
Climb to 3900 direct
GOZGI and hold.

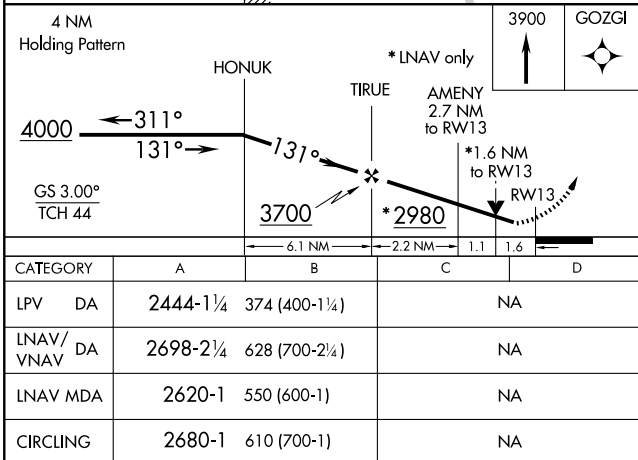
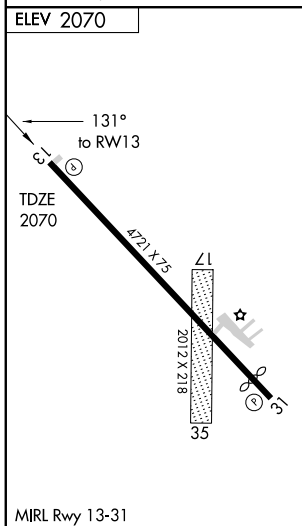
ASOS
119.925

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)



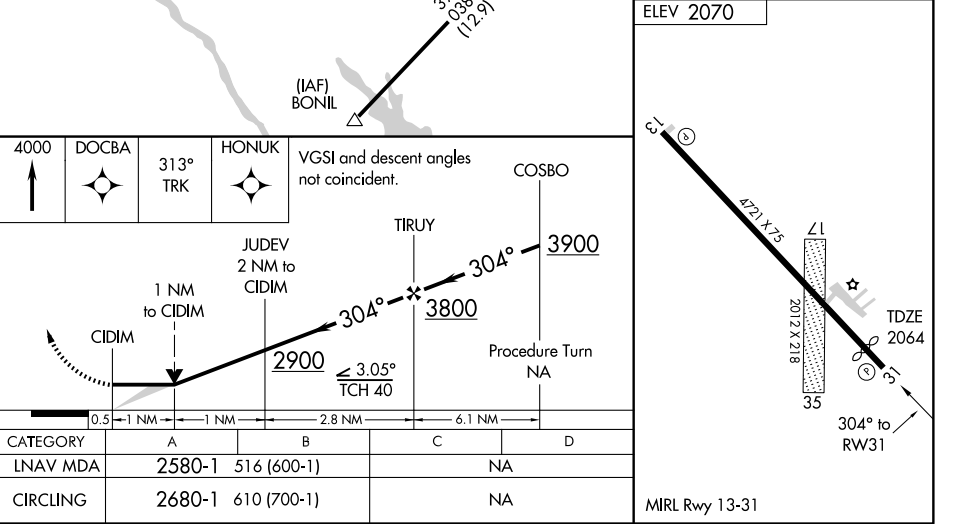
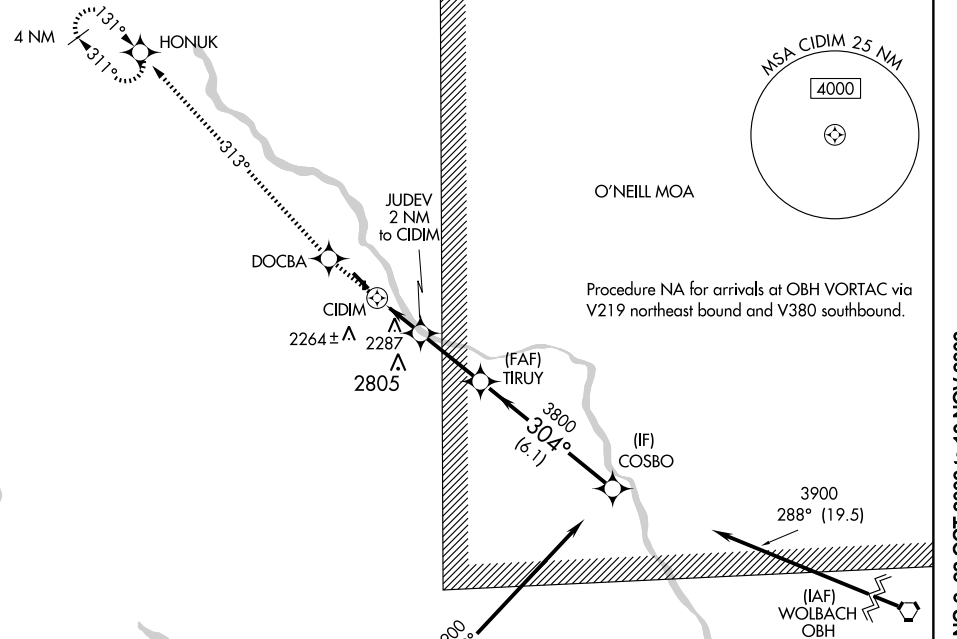
NC-2: 22 OCT 2009 to 19 NOV 2009



DME/DME RNP-0.3 NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet and circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct DOCBA and via 313° track to HONUk and hold.

ASOS 119.925	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF)
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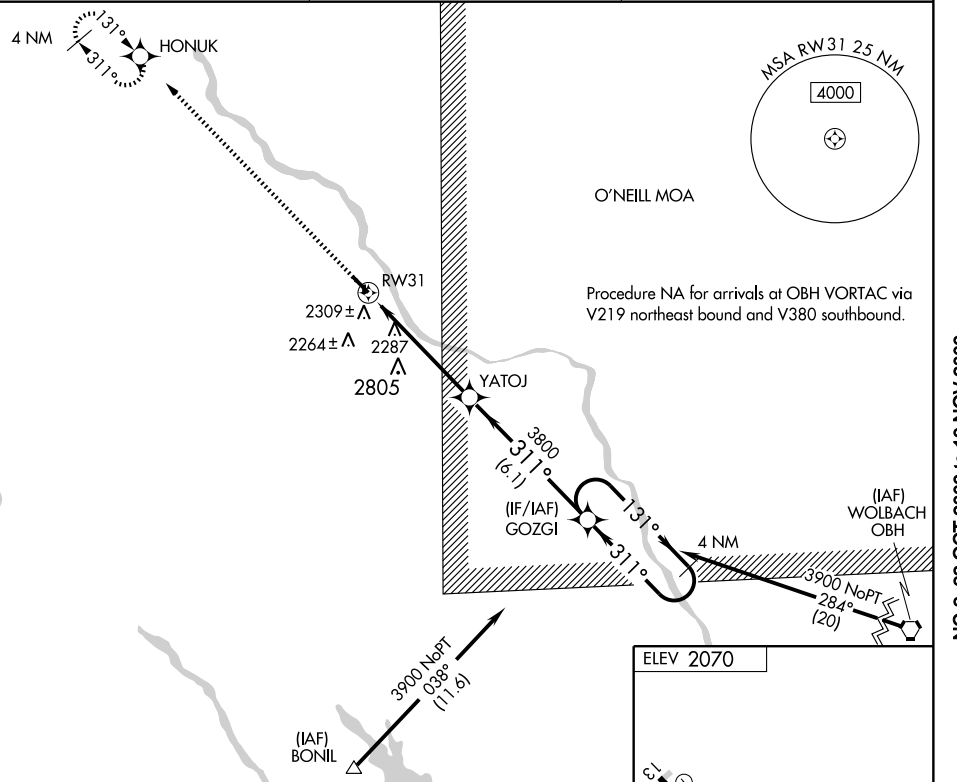
▼

▲

Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and increase all visibilities ½ mile.

MISSED APPROACH:
Climb to 4000 direct HONUK and hold.

ASOS 119.925	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF)
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4000

↑

HONUK

RW31

YATOJ

GOZGI

311°

3800

131°

3900

4 NM

Holding Pattern

GS 3.00°

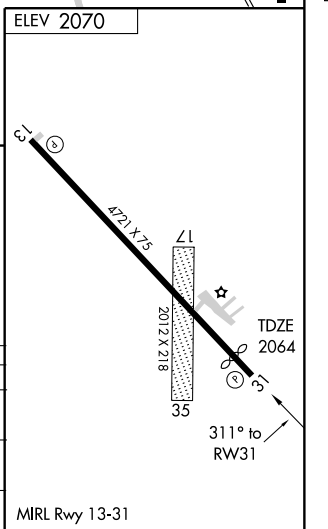
TCH 40

VGSI and RNAV glidepath not coincident.

5.2 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	2358-1	294 (300-1)	NA	
LNAV/ VNAV DA	2566-1¾	502 (500-1¾)	NA	
CIRCLING	NA			

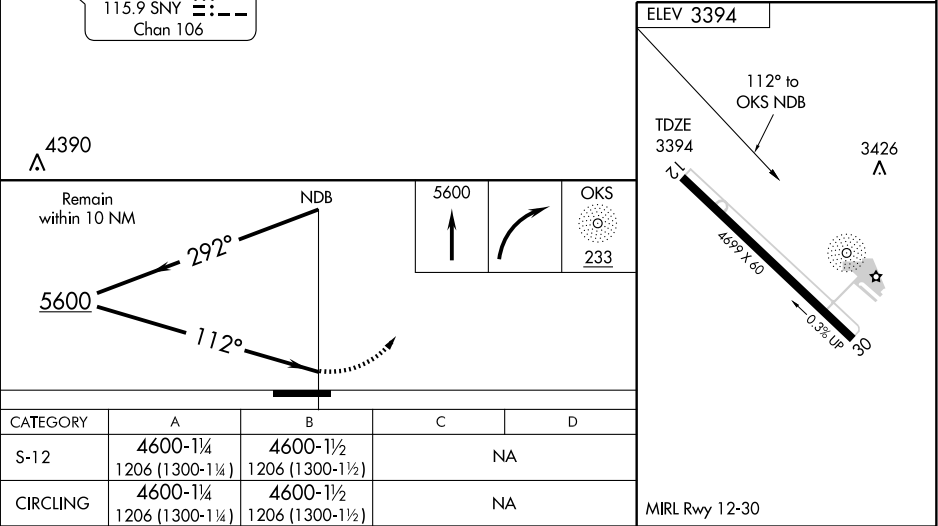
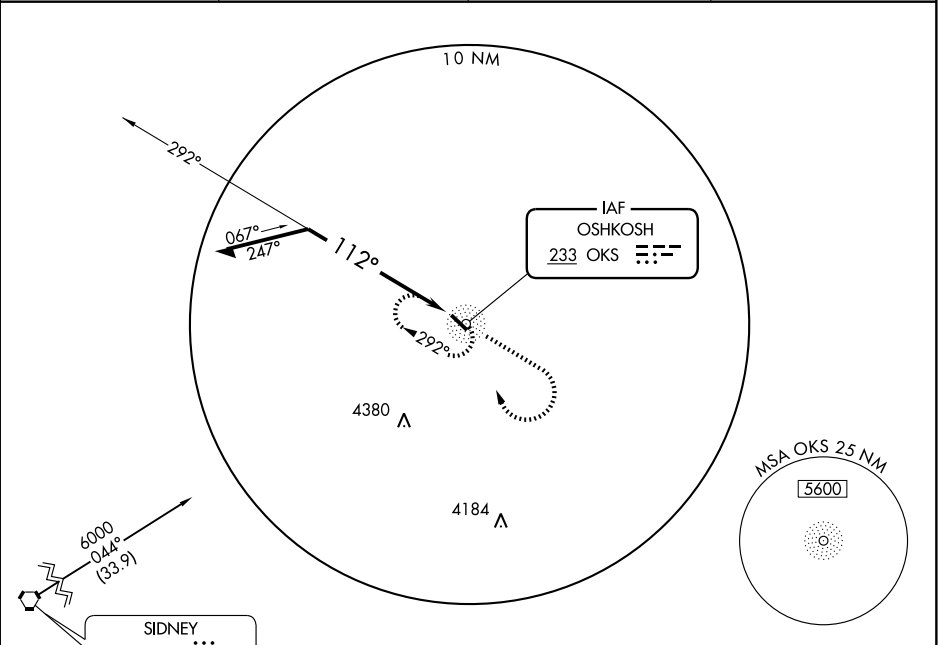


NC-2, 22 OCT 2009 to 19 NOV 2009

NDB OKS 233	APP CRS 112°	Rwy Idg TDZE Apt Elev	4699 3394 3394
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NDB RWY 12
OSHKOSH/GARDEN COUNTY (OKS)

▼ ▲ NA Use Ogallala altimeter setting; when not received use Sidney altimeter setting.		MISSED APPROACH: Climb to 5600, then right turn direct OKS NDB and hold.	
OGALLALA AWOS-3 121.275	SIDNEY ASOS 118.025	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF)

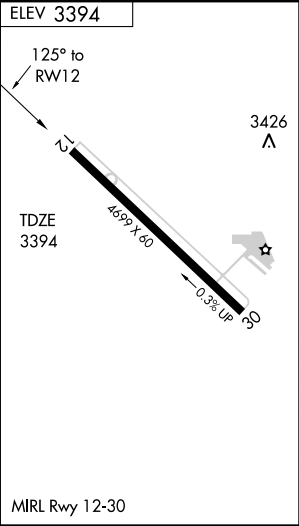
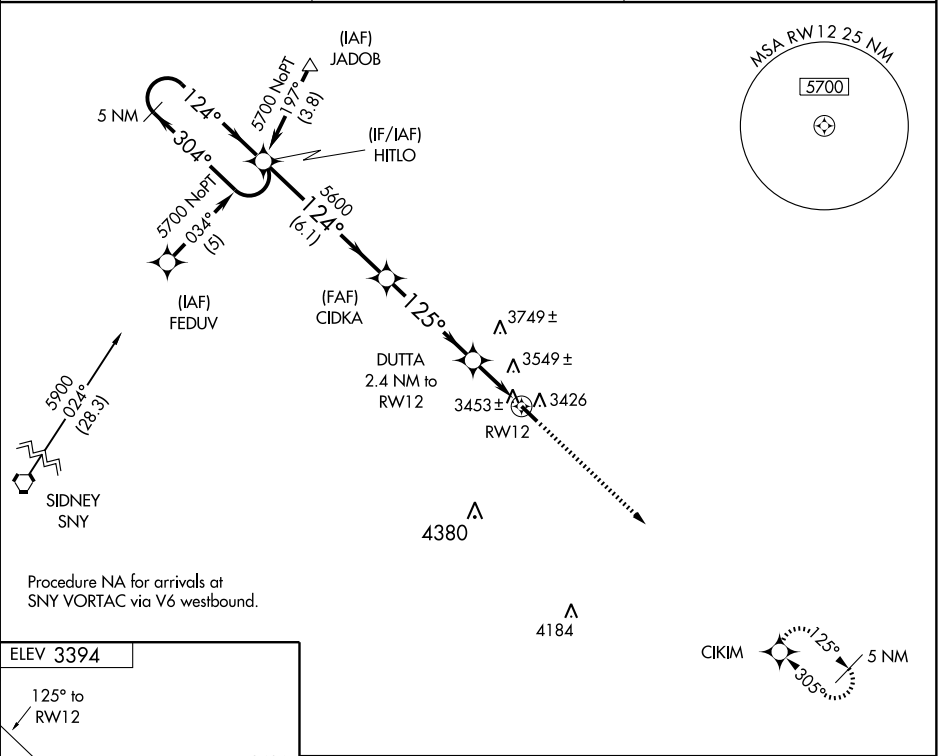


WAAS CH 99708 W12A	APP CRS 125°	Rwy Idg 4699 TDZE 3394 Apt Elev 3394
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RNAV (GPS) RWY 12
OSHKOSH/GARDEN COUNTY (OKS)

 NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.	MISSED APPROACH: Climb to 5400 direct CIKIM and hold.
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OGALLALA AWOS-3 121.275	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF)
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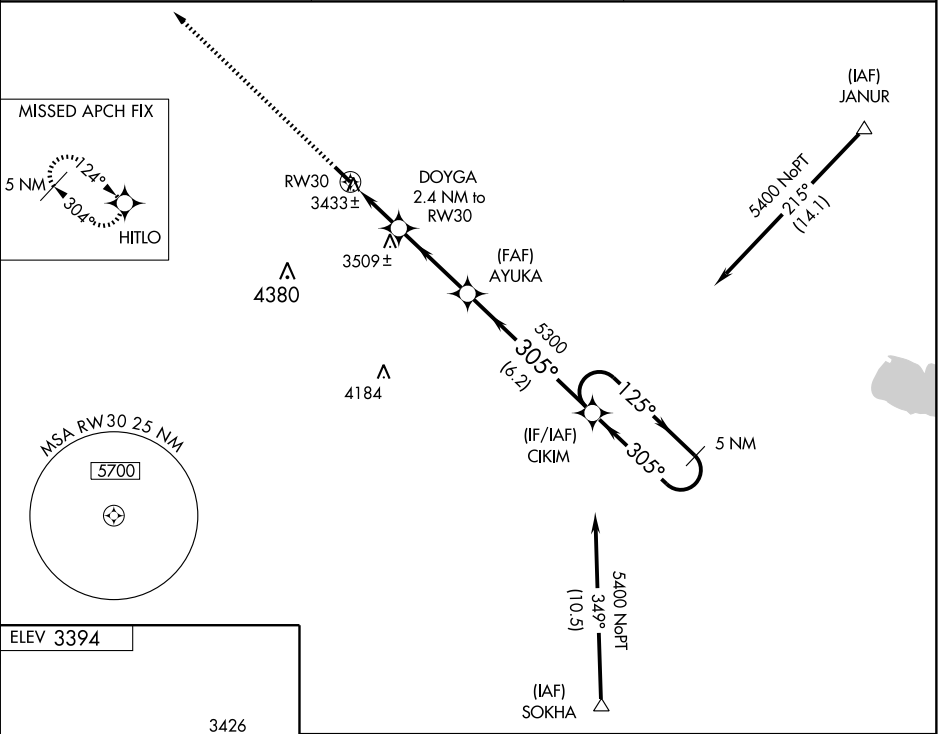
5 NM Holding Pattern				* LNAV only		5400	CIKIM
HITLO				CIDKA		DUTTA 2.4 NM to RWY12	
5700 ← 304°				124° →		RWY12	
GS 3.00°				5600		*4200	
TCH 40				6.1 NM		4.3 NM	
CATEGORY		A	B	C		D	
LPV DA		3762-1¼	368 (400-1¼)	NA			
LNAV/VNAV DA		3882-1¾	488 (500-1¾)	NA			
LNAV MDA		3860-1	466 (500-1)	NA			
CIRCLING		3940-1	3980-1	NA			
		546 (600-1)	586 (600-1)				

WAAS CH 93509 W30A	APP CRS 305°	Rwy Idg 4699 TDZE 3387 Apt Elev 3394
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RNAV (GPS) RWY 30
OSHKOSH/GARDEN COUNTY (OKS)

 	Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.	MISSED APPROACH: Climb to 5700 direct HITLO and hold.
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OGALLALA AWOS-3 121.275	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF)
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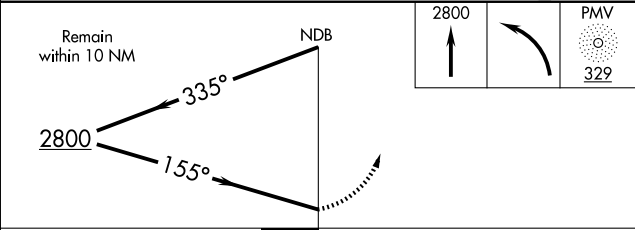
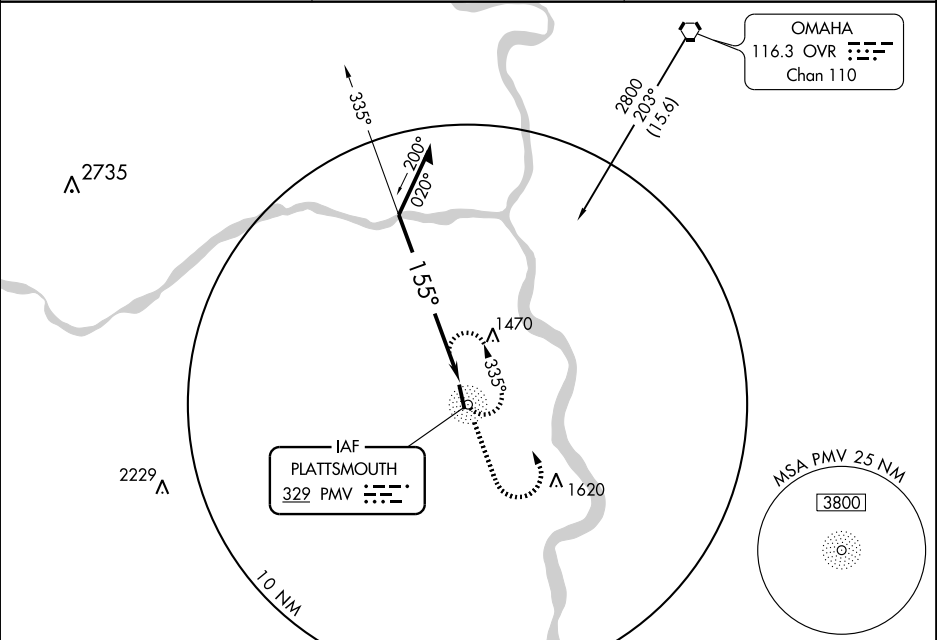
		5700 HITLO	* LNAV only.	5 NM Holding Pattern
		DOYGA 2.4 NM to RW30	AYUKA	CIKIM
		RW30	*4180	5300
		2.4 NM	3.4 NM	6.2 NM
CATEGORY	A	B	C	D
LPV DA	3734-1¼	347 (400-1¼)	NA	NA
LNAV/VNAV DA	3792-1½	405 (400-1½)	NA	NA
LNAV MDA	3880-1	493 (500-1)	NA	NA
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)	NA	NA

NDB PMV 329	APP CRS 155°	Rwy Idg TDZE Apt Elev	5500 1202 1204
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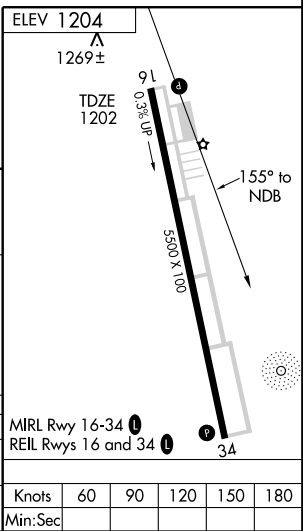
NDB RWY 16
PLATTSMOUTH MUNI (PMV)

NA When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDA 60 feet.	MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.
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AWOS-3 118.975	OMAHA APP CON 120.1 354.05	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-16	1840-1	638 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	



NDB PMV
329APP CRS
357°

Rwy Idg	5500
TDZE	1204
Apt Elev	1204

NDB RWY 34

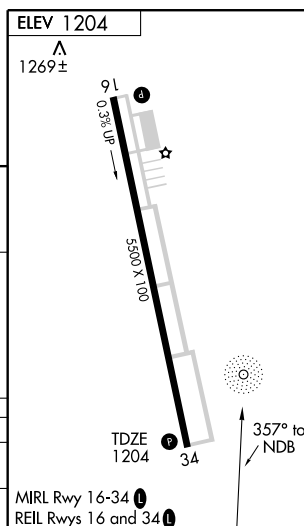
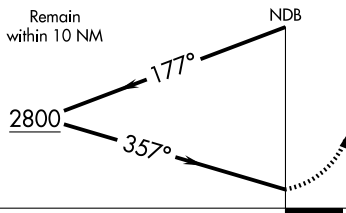
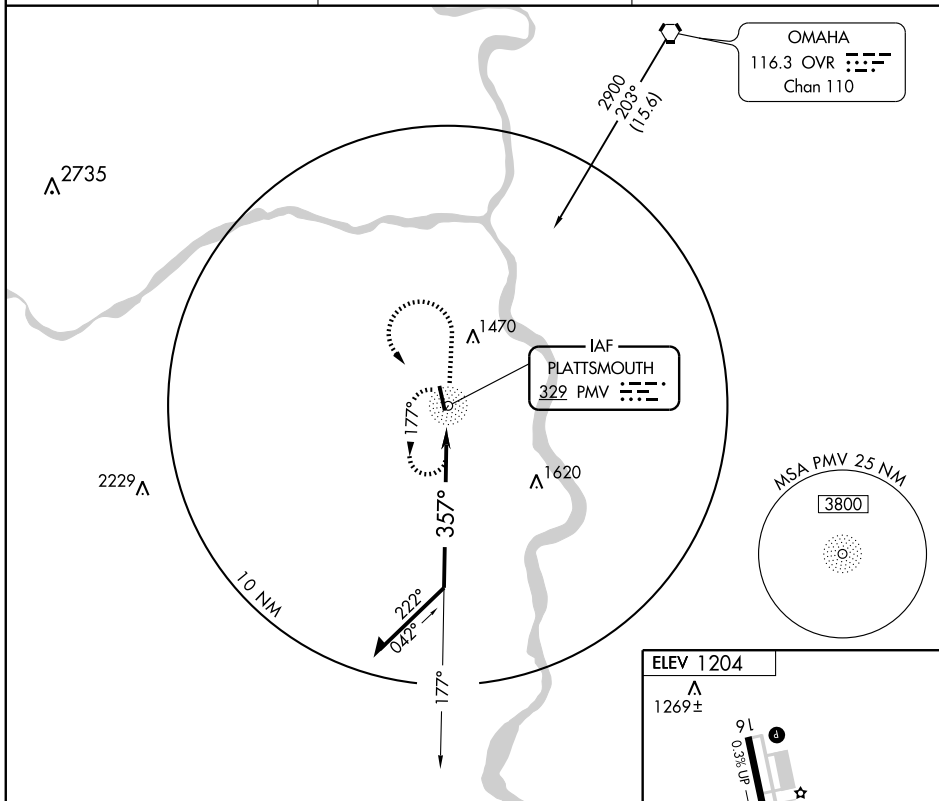
PLATTSMOUTH MUNI (PMV)

A When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

AWOS-3
118.975

OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-34	1840-1	636 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	

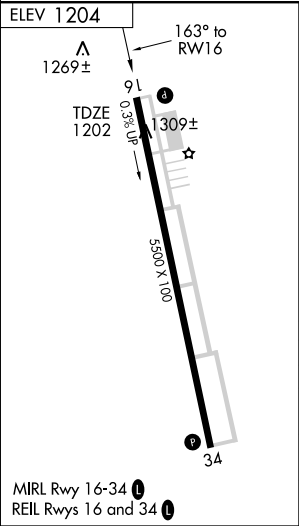
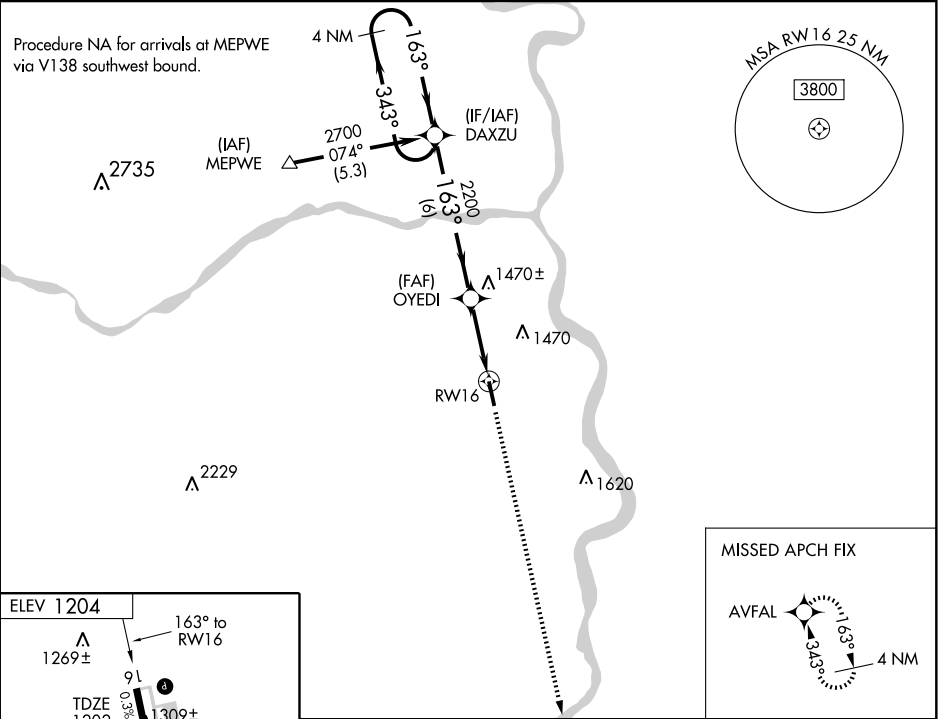
WAAS CH 45800 W16A	APP CRS 163°	Rwy Idg TDZE Apt Elev	5500 1202 1204
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RNAV (GPS) RWY 16
PLATTSMOUTH MUNI (PMV)

⚠ When local altimeter setting not received, use Offutt AFB altimeter setting, increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct AVFAL and hold.

AWOS-3 118.975	OMAHA APP CON 120.1 354.05	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		DAXZU	* LNAV only.	2800	AVFAL
2700		343°	163°	163°	
GS 3.00° TCH 39°			2200		
			6 NM	2 NM	1 NM
CATEGORY	A	B	C	D	
LPV DA	1452-1	250 (300-1)	NA		
LNAV/VNAV DA	1539-1¼	337 (400-1¼)	NA		
LNAV MDA	1560-1	358 (400-1)	NA		
CIRCLING	1640-1 436 (500-1)	1660-1 456 (500-1)	NA		

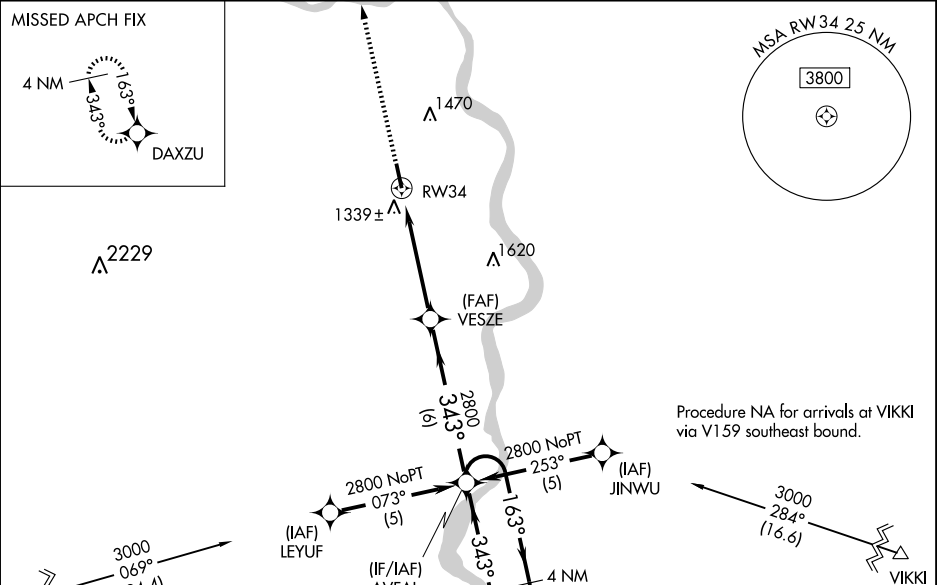
WAAS CH 40200 W34A	APP CRS 343°	Rwy Idg 5500 TDZE 1204 Apt Elev 1204
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RNAV (GPS) RWY 34
PLATTSMOUTH MUNI (PMV)

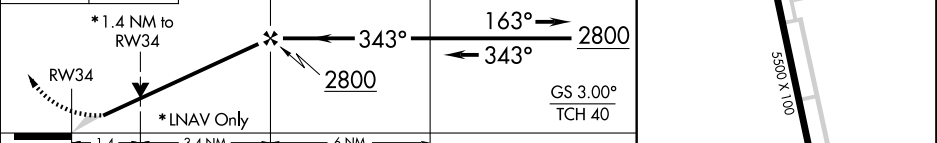
⚠ When local altimeter setting not received, use Offutt AFB altimeter setting, and increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 2800
direct DAXZU and hold.

AWOS-3 118.975	OMAHA APP CON 120.1 354.05	UNICOM 122.7 (CTAF) 0
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ELEV 1204	MIRL Rwy 16-34 0 REIL Rws 16 and 34 0
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CATEGORY	A	B	C	D
LPV DA	1454-1	250 (300-1)	NA	NA
LNAV/VNAV DA	1656-1½	452 (500-1½)	NA	NA
LNAV MDA	1680-1	476 (500-1)	NA	NA
CIRCLING	1680-1	476 (500-1)	NA	NA

1269±

91

0.3% UP

5500 X 100

601 X 100

TDZE 1204

34

343° to RW34

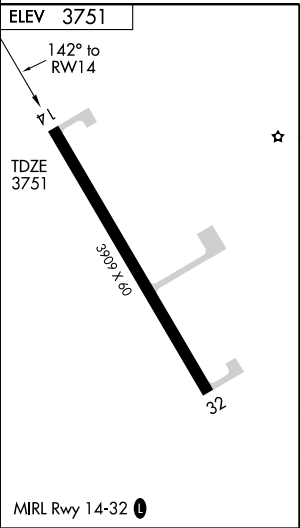
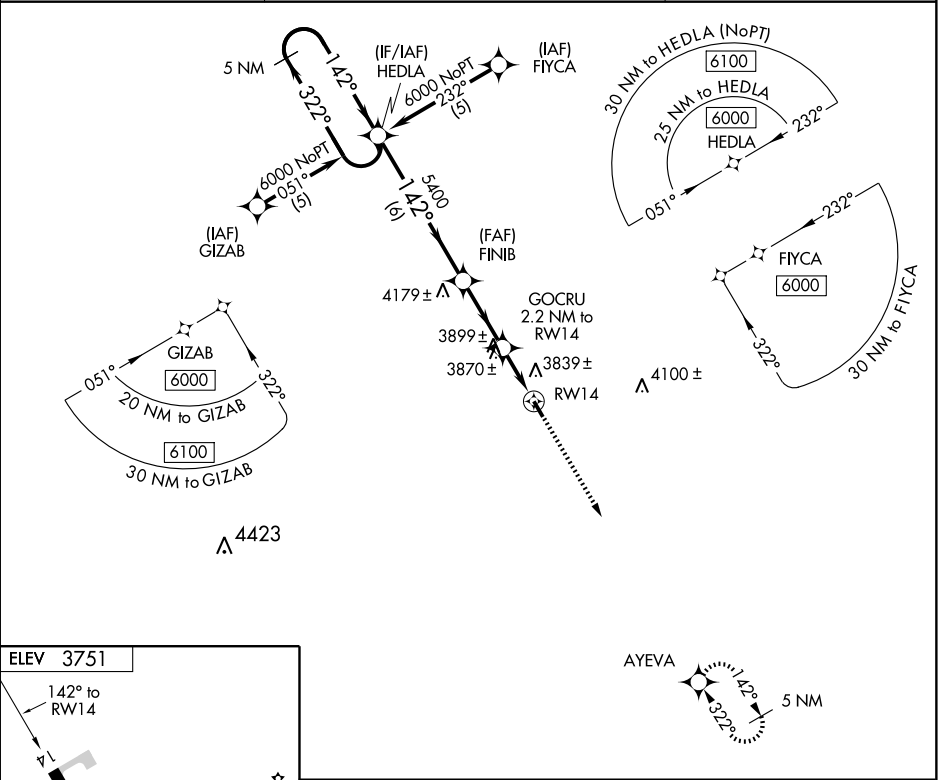
WAAS CH 72814 W14A	APP CRS 142°	Rwy Idg 3909 TDZE 3751 Apt Elev 3751
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RNAV (GPS) RWY 14

RUSHVILLE/ MODISETT (9V5)

 Baro-VNAV NA. DME/DME RNP-0.3 NA.  Use Pine Ridge altimeter setting.	MISSED APPROACH: Climb to 6000 direct AYEVA and hold.
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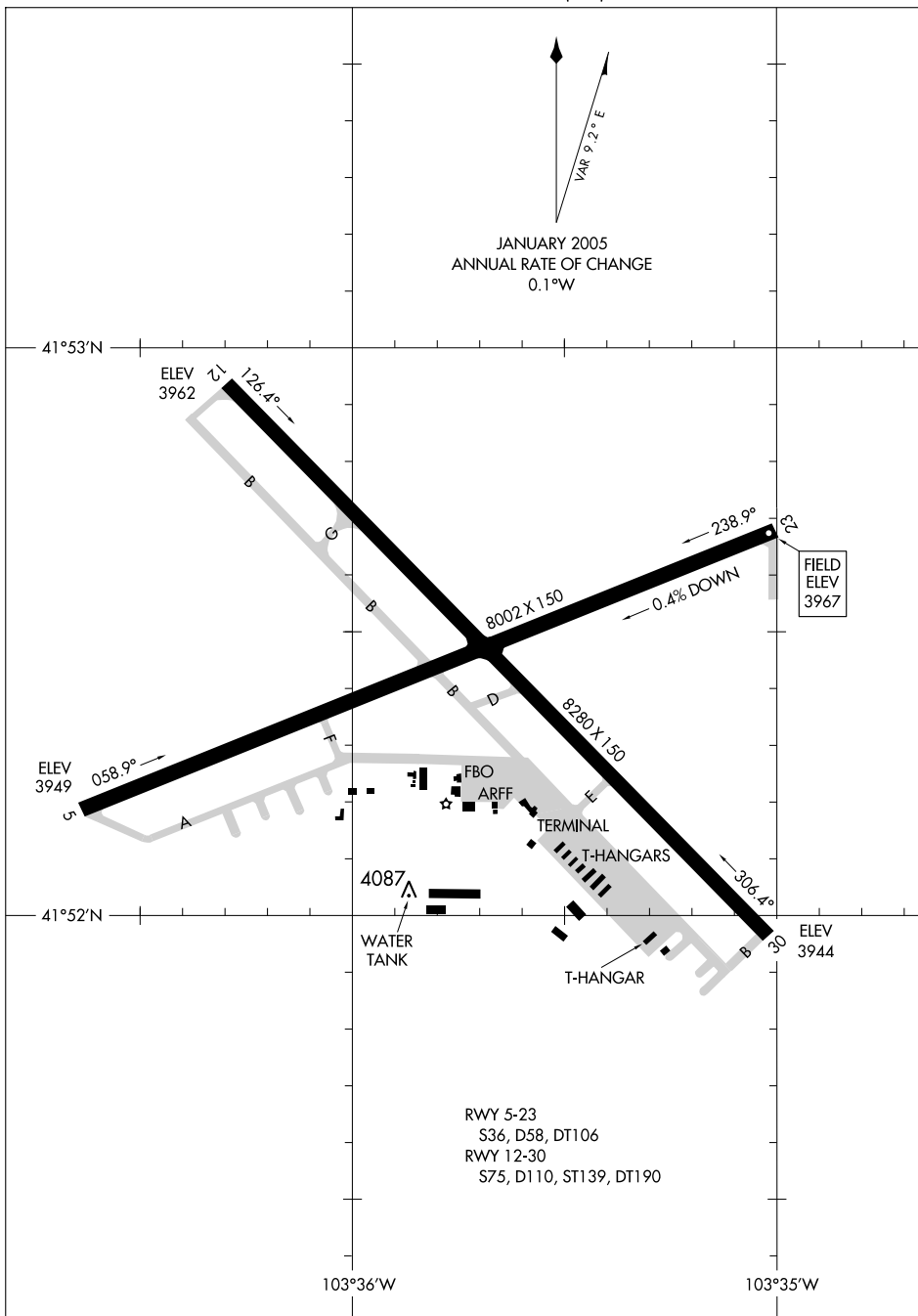
PINE RIDGE ASOS 126.775	DENVER CENTER 127.95 338.2	CTAF 122.9 0
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5 NM Holding Pattern			
HEDLA			
6000 ← 322° → 142° → 5400			
GS 3.00° TCH 40			
FINIB			
GOCRU 2.2 NM to RW14			
RW14			
*4480			
6 NM 2.8 NM 2.2 NM			
CATEGORY	A	B	C D
LPV DA	4117-1¼	366 (400-1¼)	NA
LNAV/VNAV DA	4279-2	528 (600-2)	NA
LNAV MDA	4300-1	549 (600-1)	NA
CIRCLING	4380-1 629 (700-1)	4400-1 649 (700-1)	NA

AIRPORT DIAGRAM

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)
SCOTTSDLUFF/ AL-383 (FAA) SCOTTSDLUFF, NEBRASKA



NC-2, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-RMT	APP CRS	Rwy Idg	8280
110.35	126°	TDZE	3963
Chan 40 (Y)		Apt Elev	3967

SCOTTSLBLUFF/

ILS or LOC/DME RWY 12
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

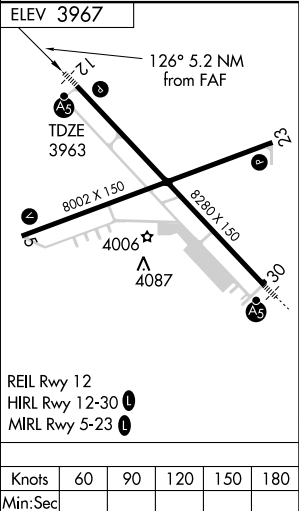
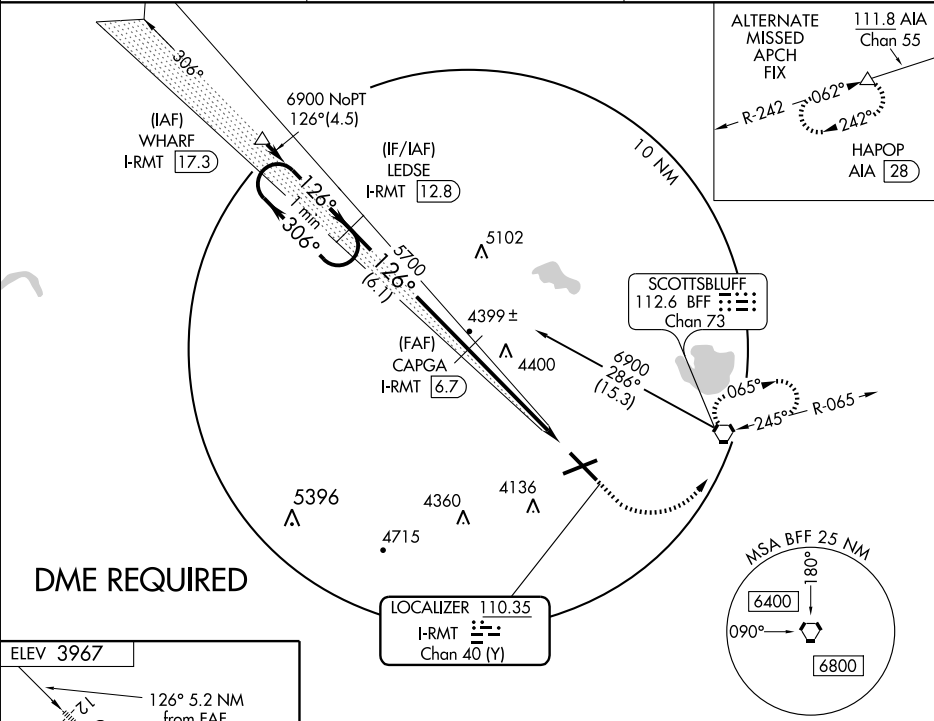
When local altimeter setting not received, use Alliance altimeter setting and increase DA 91 feet; all MDAs 100 feet, and S-LOC 12 and circling Cat B/C/D visibilities ¼ mile. For inoperative MALSR, when using Alliance altimeter setting, increase S-ILS 12 visibility to 1. VDP NA when using Alliance altimeter setting.


MALSR



MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct BFF VORTAC and hold, continue climb-in-hold to 6900.

ASOS 121.025	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 1
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1 Minute Holding Pattern		ILS unusable from FERPO/ 1.7 DME inbound.		4500	6900	BFF
		LEDSE I-RMT 12.8	CAPGA I-RMT 6.7	↑	↷	 112.6
6900 ← 306° 126° →		126°		I-RMT 3.5 FERPO I-RMT 1.7		
GS 3.00° TCH 57		5700		↘		
		6.1 NM		3.2 NM		1.8 NM
						0.2
CATEGORY	A	B	C	D		
S-ILS 12	4163-½ 200 (200-½)					
S-LOC 12	4640-½ 677 (700-½)		4640-½ 677 (700-½)		4640-1¾ 677 (700-1¾)	
CIRCLING	4640-1 673 (700-1)		4640-2 673 (700-2)		4640-2¼ 673 (700-2¼)	
Knots	60	90	120	150	180	
Min:Sec						

AL-383 (FAA)

LOC I-BFF <u>109.3</u> Chan 30	APP CRS 306°	Rwy Idg 8280 TDZE 3950 Apt Elev 3965
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SCOTTSBLUFF/ ILS RWY 30
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

ILS RWY 30

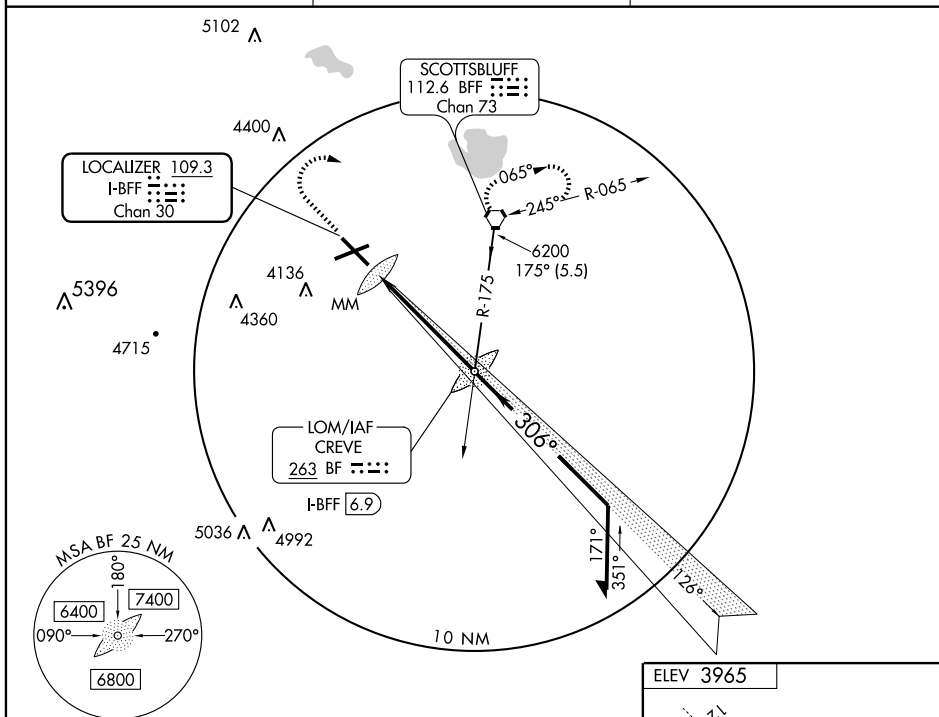
T Cat D S-LOC visibility increase ¼ mile for inoperative
A MALSR.

MALSR



MISSED APPROACH: Climb to 6200 then right turn direct BFF VORTAC and hold.

ASOS
121.025

DENVER CENTER
127.95 338.2UNICOM
123.0 (CTAF) **L**

NC-2: 22 OCT 2009 to 19 NOV 2009

6200 ↑		BFF  112.6
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BFF

112.6

BF LOM
I-BFF 6.9

Remain
within 10 NM

5736

0.00

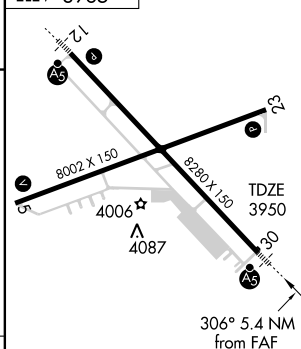
 ≤ 6200

0°	5800
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3	
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CATEGORY	A	B	C	D
S-ILS 30	4150-1/2 200 (200-1/2)			
S-LOC 30	4240-1/2 290 (300-1/2)			4240-3/4 290 (300-3/4)
CIRCLING	4500-1 535 (600-1)		4500-1 1/2 535 (600-1 1/2)	4600-2 635 (700-2)

ELEV 3965



REIL Rwy 12

HIRL Rwy 12-30 (

MIRL Rwy 5-23 0

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

WAAS
CH **93506**
W05A

APP CRS
061°

Rwy Idg
TDZE
Apt Elev

8002
3952
3967

SCOTTSBUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF¹)

RNAV (GPS) RWY 5

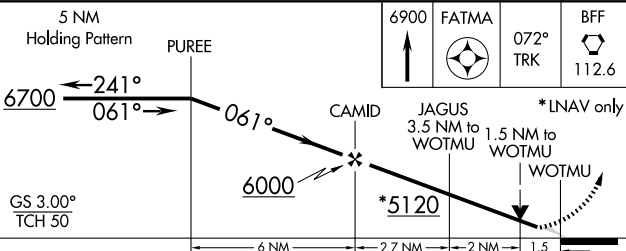
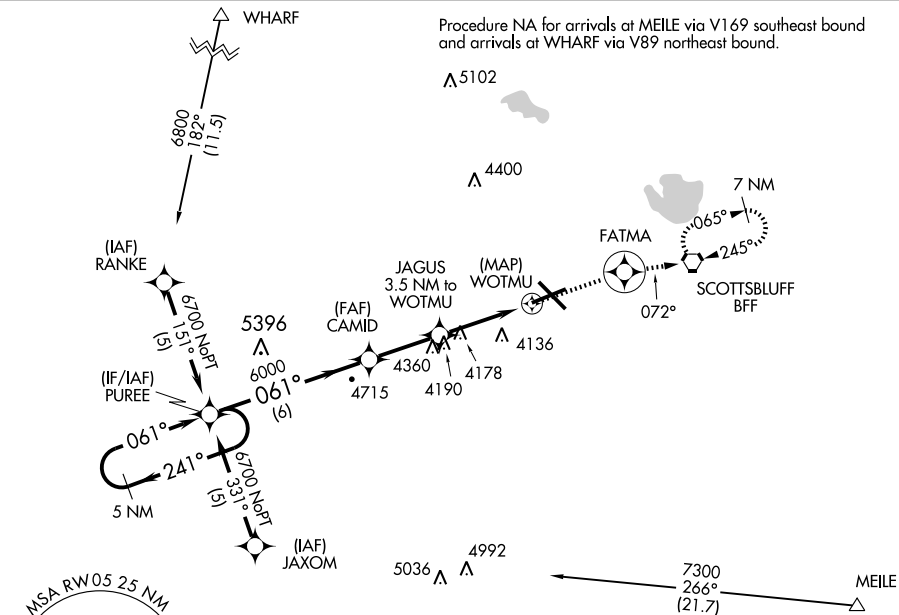
▼ If local altimeter setting not received, procedure NA.
▲ DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6900 direct FATMA
and via 072° track to BFF VORTAC and hold.

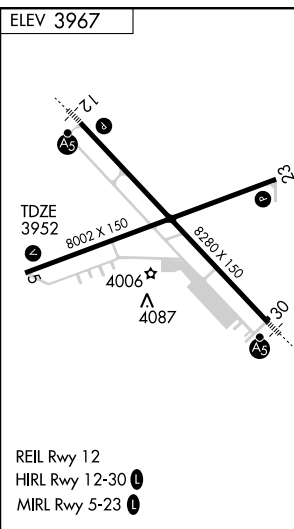
ASOS
121.025

DENVER CENTER
127.95 338.2

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	4252-1		300 (300-1)	
LNAV MDA	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)



WAAS CH 73005 W12A	APP CRS 126°	Rwy Idg TDZE Apt Elev	8280 3963 3967
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SCOTTSLUFF/

RNAV (GPS) RWY 12

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and circling Cat B visibilities 1/4 mile; increase LNAV and circling Cat C/D visibilities 1/2 mile. For inoperative MALSR, when using Alliance altimeter setting, increase LPV all Cats visibility to 1/4, and LNAV Cat A visibility to 1. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

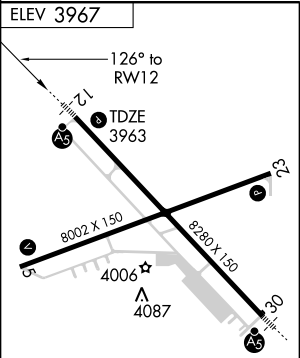
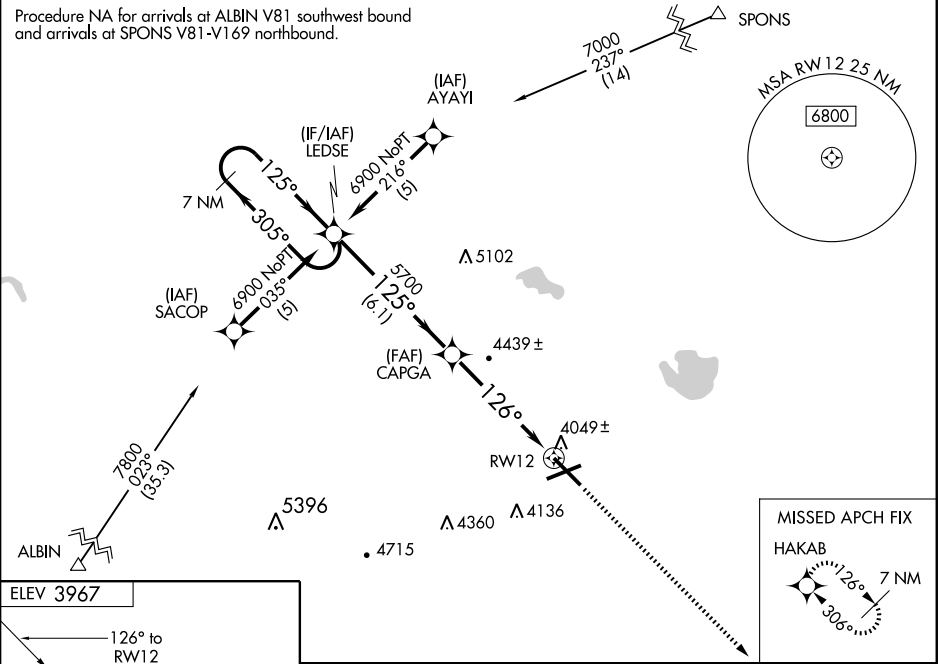
MALSR



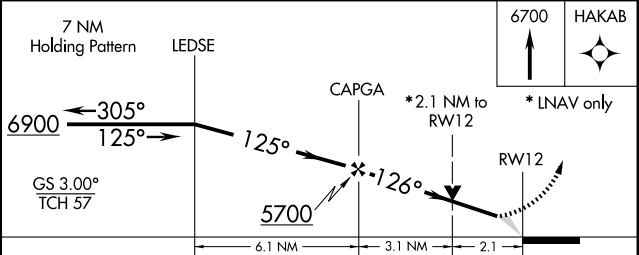
MISSED APPROACH:
Climb to 6700 direct
HAKAB and hold.

ASOS 121.025	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at ALBIN V81 southwest bound and arrivals at SPONS V81-V169 northbound.



REIL Rwy 12
HIRL Rwy 12-30
MIRL Rwy 5-23



CATEGORY	A	B	C	D
LPV DA		4213-1/2	250 (300-1/2)	
LNAV/VNAV DA		4340-3/4	377 (400-3/4)	
LNAV MDA	4700-1/2	737 (800-1/2)	4700-1 1/2 737 (800-1 1/2)	4700-1 3/4 737 (800-1 3/4)
CIRCLING	4700-1	733 (800-1)	4700-2 733 (800-2)	4700-2 1/4 733 (800-2 1/4)

WAAS
CH 45606
W23A

APP CRS
238°

Rwy Idg
087°
TDZE
3967
Apt Elev
3967

SCOTTSBUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 23

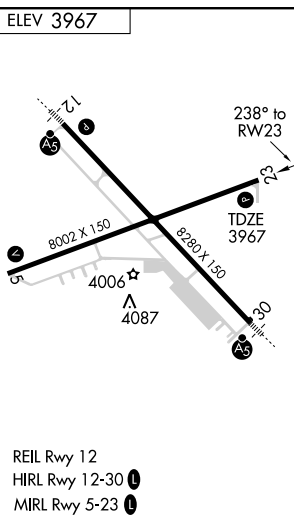
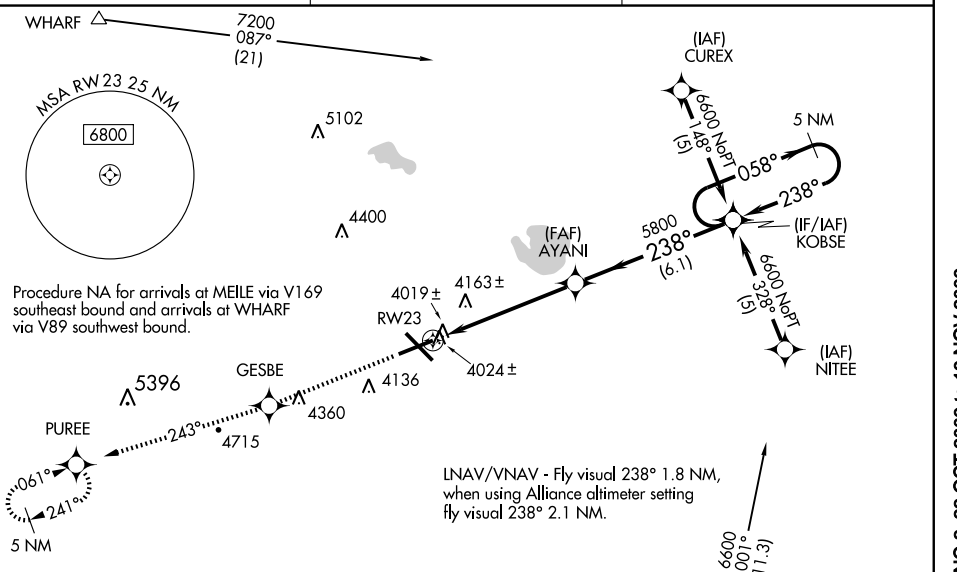
▼

▲

When local altimeter not received, use Alliance altimeter setting and increase all DAs 91 feet and MDAs 100 feet. Increase all LPV visibilities ¼, increase LNAV Cat C/D visibilities ¼, increase circling Cat C/D visibilities ¼.
BARO-VNAV NA when using Alliance altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 direct GESBE and via 243° track to PUREE and hold.

ASOS 121.025	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 0
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ELEV 3967				
6700 GESBE 243° TRK PUREE				
LNAV only * * 1.3 NM to RW23				
RW23 LNAV/VNAV - Fly visual 238° 1.8 NM, when using Alliance altimeter setting fly visual 238° 2.1 NM.				
1.3 4.2 NM 6.1 NM				
CATEGORY	A	B	C	D
LPV DA	4256-1 289 (300-1)			
LNAV/VNAV DA	4588-2 621 (700-2)			
LNAV MDA	4420-1	453 (500-1)	4420-1¼ 453 (500-1¼)	4420-1½ 453 (500-1½)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)

REIL Rwy 12
HIRL Rwy 12-30
MIRL Rwy 5-23

WAAS CH 53306 W30A	APP CRS 306°	Rwy Idg TDZE Apt Elev	8280 3951 3967
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SCOTTSBLUFF/

RNAV (GPS) RWY 30

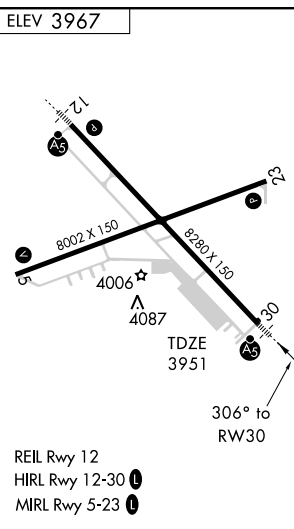
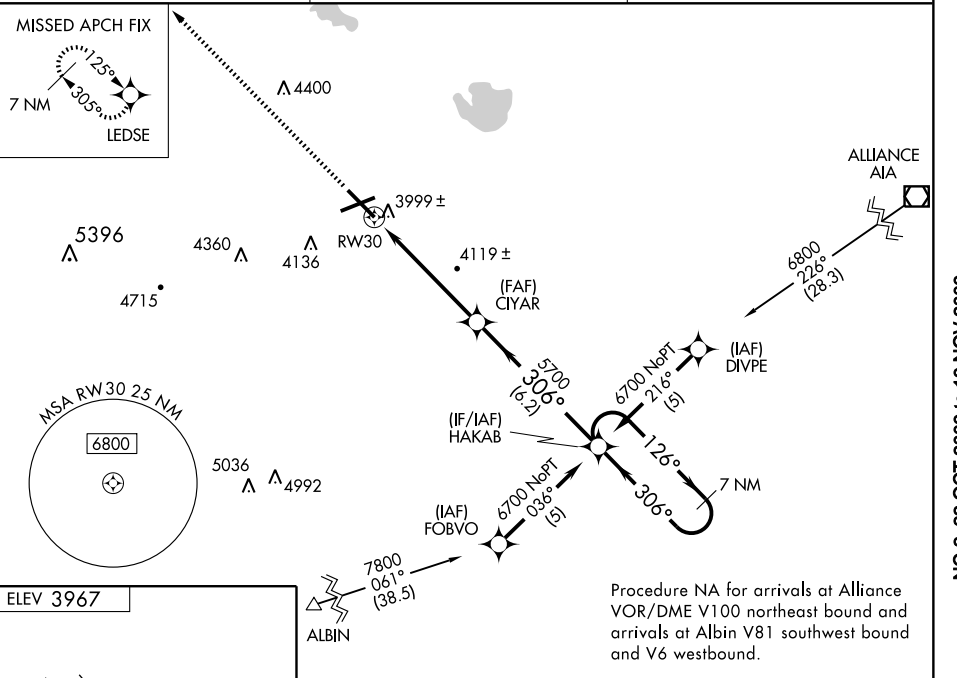
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat C/D, and circling Cat C/D visibilities ¼ mile. For inoperative MALS, when using alliance altimeter setting, increase LPV all Cats visibility to 1 ¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41 °C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 6900 direct LEDSE and hold.

ASOS 121.025	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 0
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6900

LEDSE

7 NM Holding Pattern

HAKAB

126°

306°

6700

GS 3.00°

TCH 53

*LNAV only

* 1.2 NM to RW30

RW30

CIYAR

5700

1.2

4.1 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA		4201-½	250 (300-½)	
LNAV/VNAV DA		4300-¾	349 (400-¾)	
LNAV MDA	4380-½	429 (500-½)	4380-¾ 429 (500-¾)	4380-1 429 (500-1)
CIRCLING	4500-1	533 (600-1)	4500-½ 533 (600-½)	4600-2 633 (700-2)

NC-2 22 OCT 2009 to 19 NOV 2009

VORTAC BFF	APP CRS	Rwy Idg	8002
112.6	063°	TDZE	3952
Chan 73		Apt Elev	3967

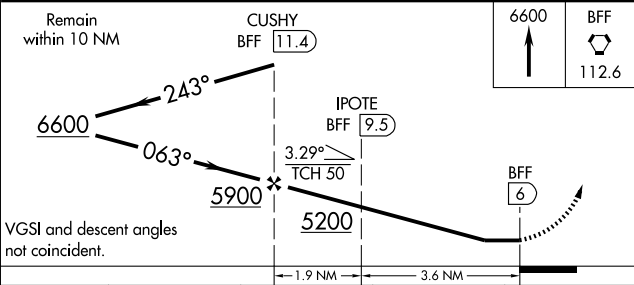
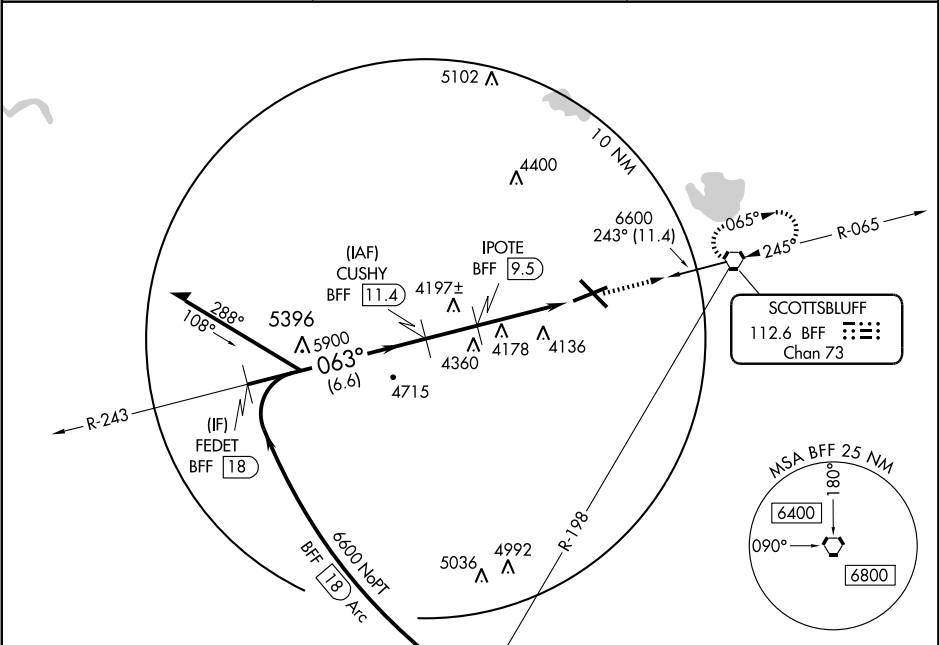
SCOTTSTBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF')

VOR/DME RWY 5

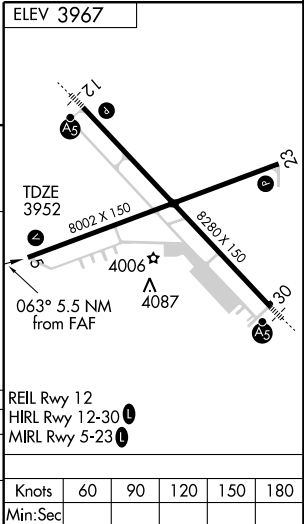
When local altimeter setting not received, use Alliance altimeter setting and increase all MDAs 100 feet, and increase S-5 Cat C/D and circling Cat C/D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 direct BFF VORTAC and hold, continue climb-in-hold to 6600.

ASOS 121.025	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-5	4480-1 528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1 533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)	



VORTAC BFF 112.6 Chan 73	APP CRS 245°	Rwy Idg 8002 TDZE 3967 Apt Elev 3967
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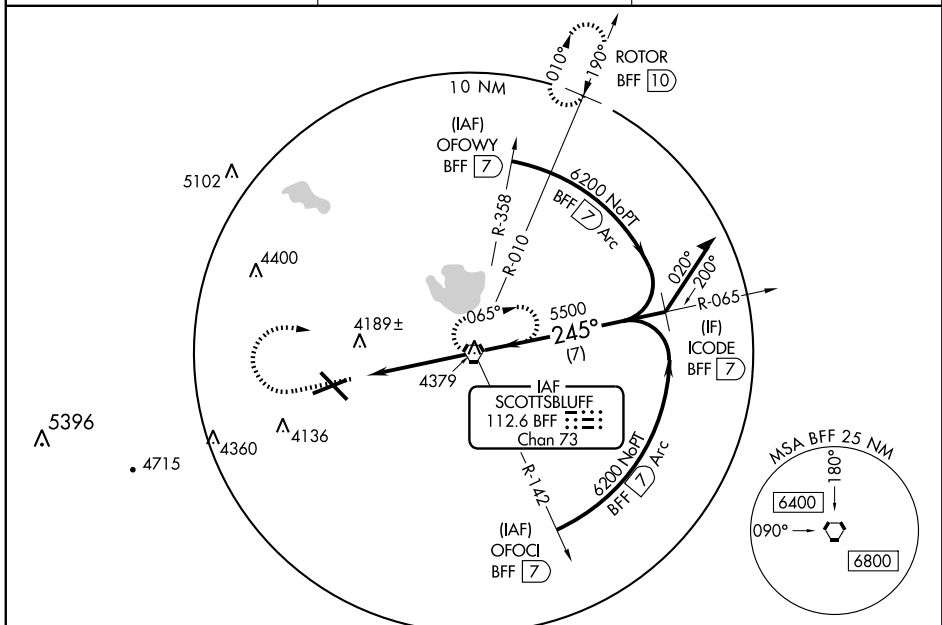
SCOTTSBLUFF/

VOR or TACAN RWY 23
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

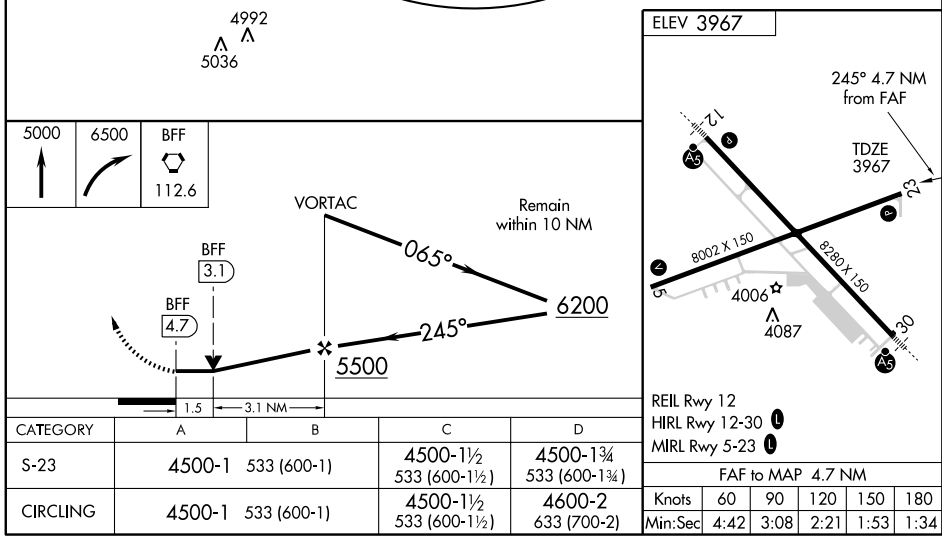
▼ If local altimeter setting not received, use Alliance altimeter setting and increase all MDAs 100 feet, increase S-23 CAT C/D visibilities **▲** ¼ mile, increase circling Cat C/D visibilities ¼ mile. VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 then climbing right turn to 6500 direct BFF VORTAC and hold (TACAN aircraft continue climb to 7300 via BFF R-010 to ROTOR 10 DME and hold north, right turn 190° inbound).

ASOS
121.025

DENVER CENTER
127.95 338.2UNICOM
123.0 (CTAF) **L**

NC-2. 22 OCT 2009 to 19 NOV 2009

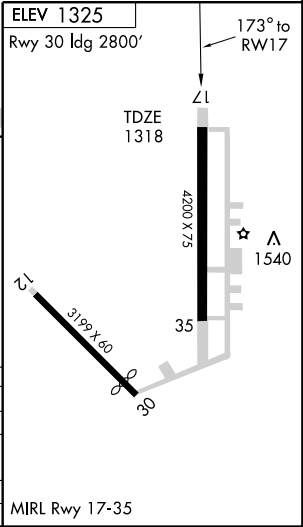
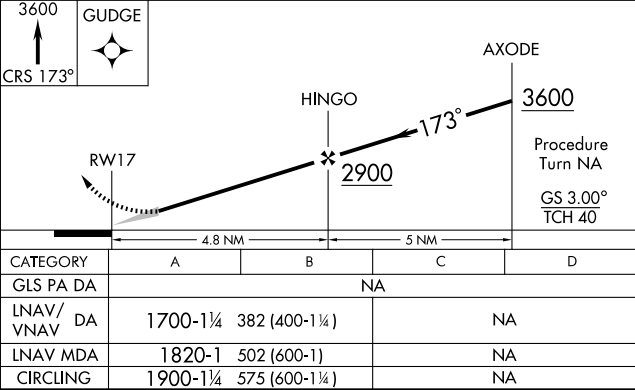
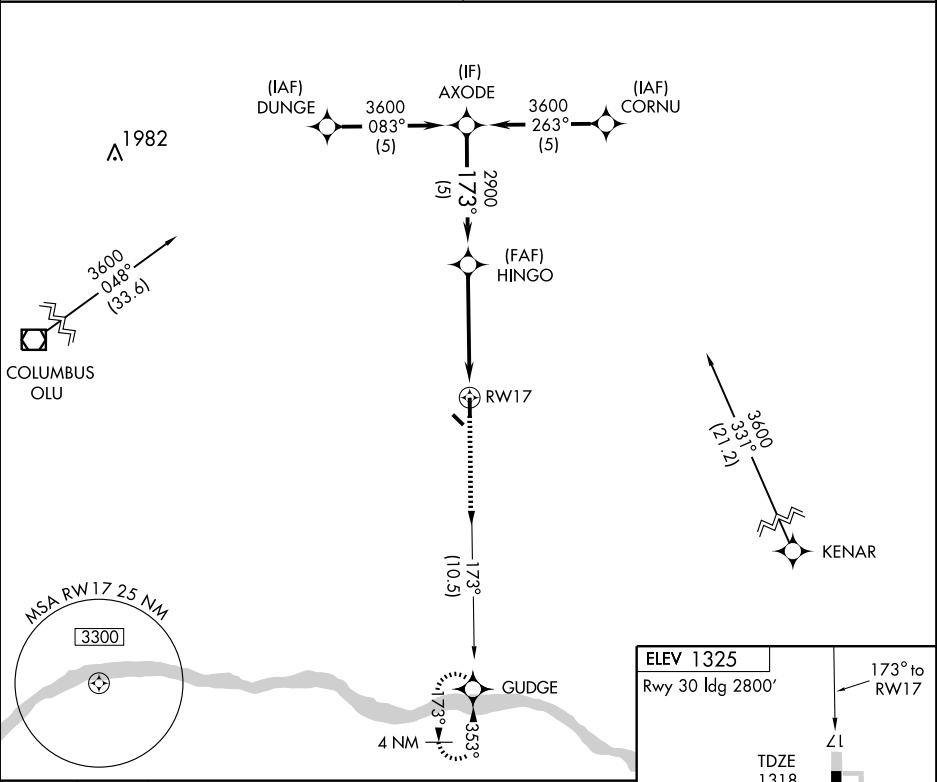


APP CRS	Rwy Idg	4200
173°	TDZE	1318
	Apt Elev	1325

RNAV (GPS) RWY 17
SCRIBNER STATE (SCB)

NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA. Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3600 via 173° course to GUDGE WP and hold.
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OMAHA APP CON 120.1 354.05	CTAF 122.9
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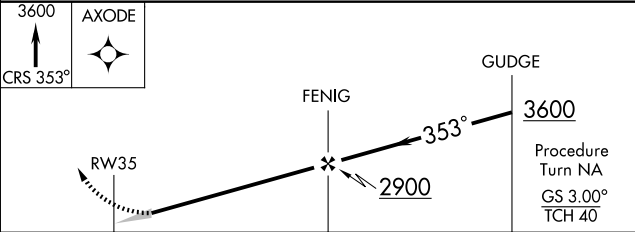
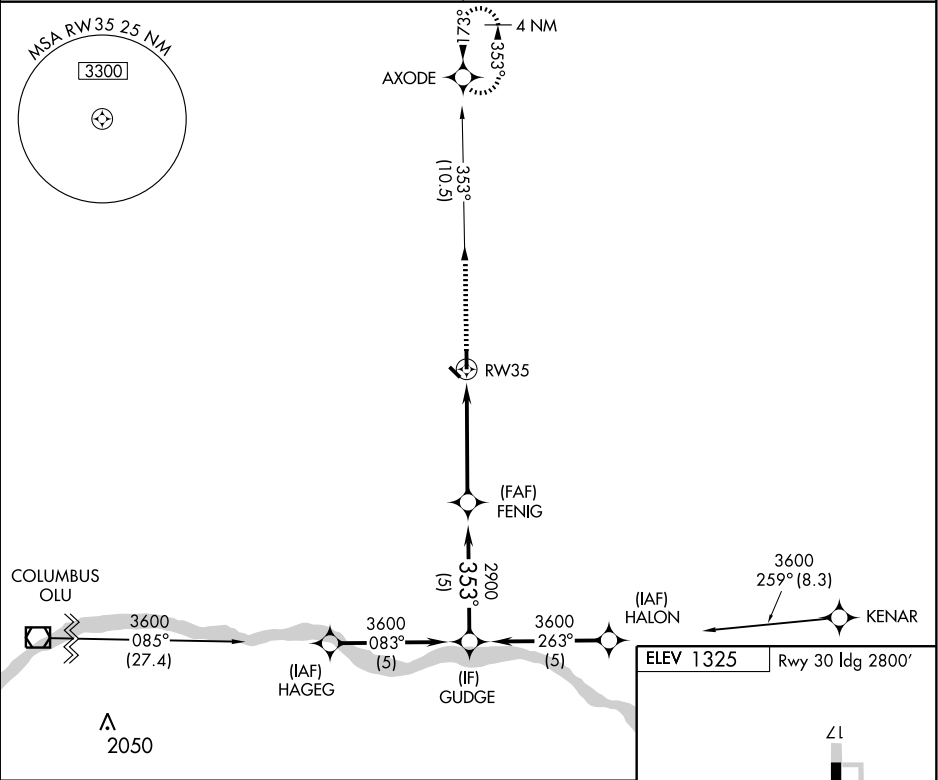


RNAV (GPS) RWY 35
SCRIBNER STATE (SCB)

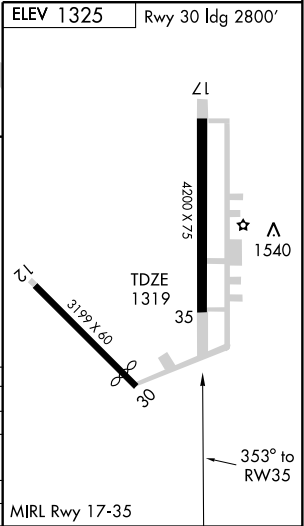
APP CRS 353°	Rwy Idg TDZE Apt Elev	4200 1319 1325
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▲ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA. Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3600 via 353° course to AXODE WP and hold.
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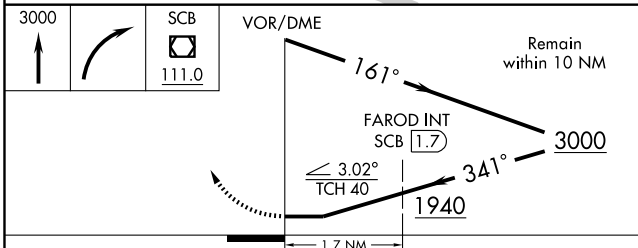
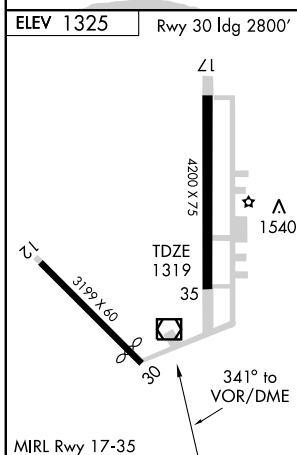
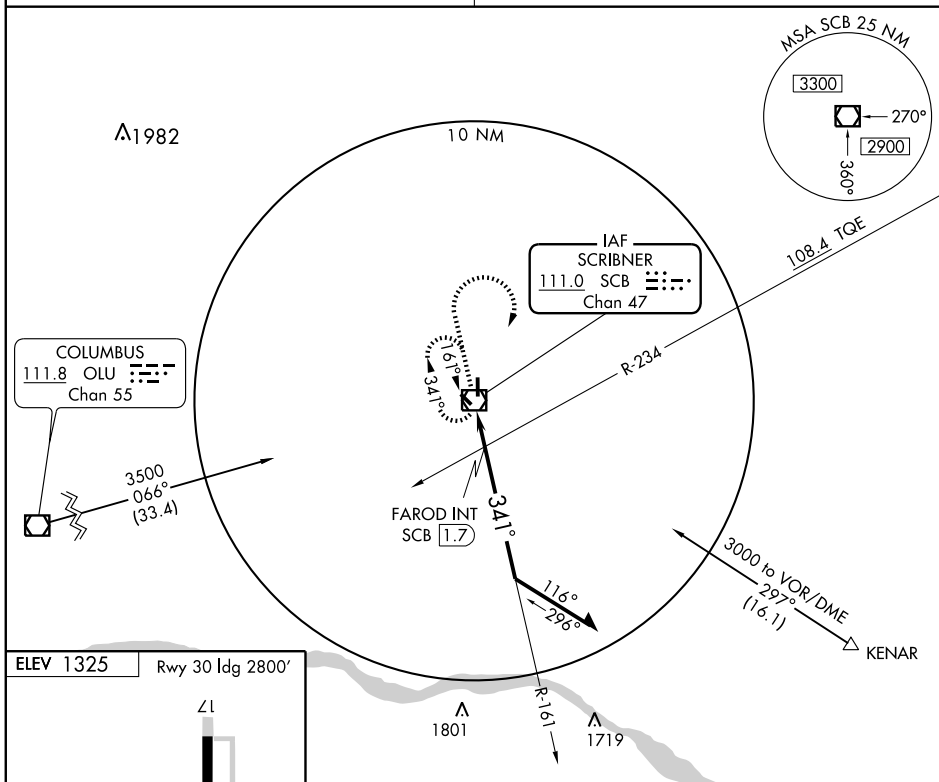
OMAHA APP CON 120.1 354.05	CTAF 122.9
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1720-1½	401 (500-1½)	NA	
LNAV MDA	1840-1	521 (600-1)	NA	
CIRCLING	1900-1½	575 (600-1½)	NA	



 NA Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct SCB VOR/DME and hold.
OMAHA APP CON 120.1 354.05	CTAF 122.9



MIRL Rwy 17-35						<div>VOR/DME</div>	CATEGORY	A	B	C	D
							S-35	1940-1	621 (700-1)		NA
							CIRCLING	1940-1	615 (700-1)		NA
							FAROD FIX MINIMUMS				
Knots	60	90	120	150	180	S-35	1800-1	481 (500-1)		NA	
Min:Sec						CIRCLING	1900-1	575 (600-1)		NA	

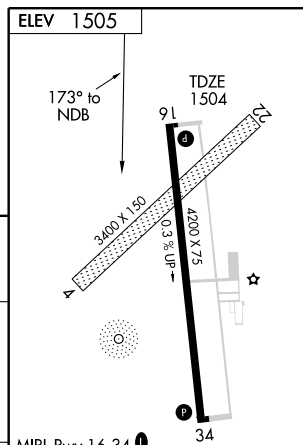
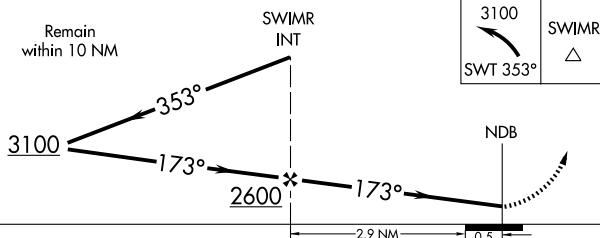
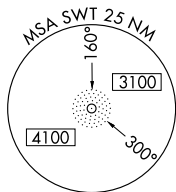
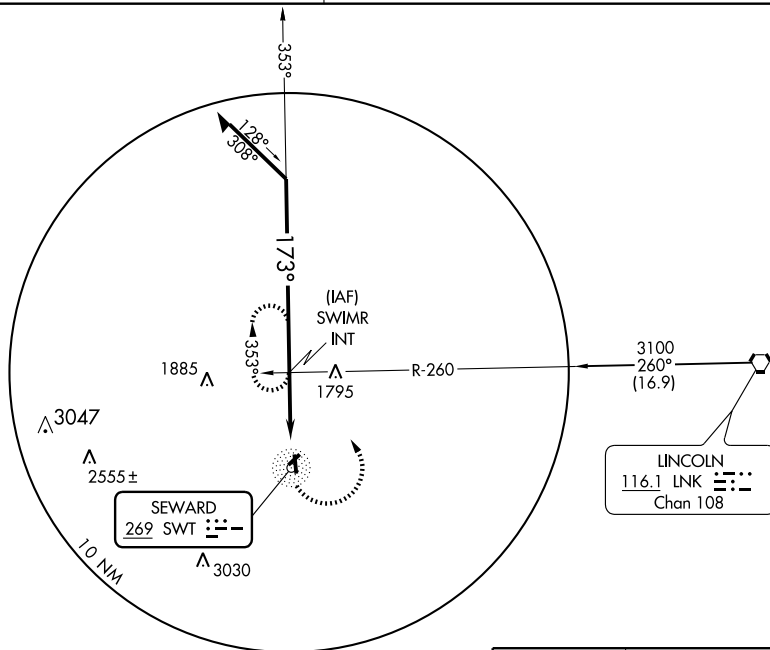
A NA

Use Lincoln altimeter setting.


MISSED APPROACH: Climbing left turn to 3100 via SWT 353° bearing to SWIMR Int and hold.

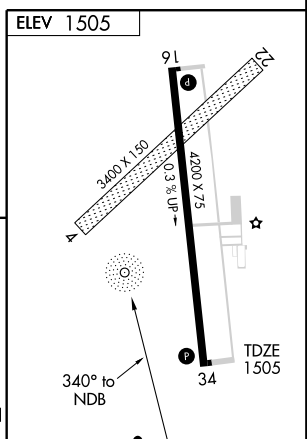
LINCOLN APP CON ★
124.0 270.3


UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D	FAF to MAP 3.4 NM					
S-16	2040-1	536 (600-1)	NA		Knots	60	90	120	150	180
CIRCLING	2040-1	535 (600-1)	NA		Min:Sec	3:24	2:16	1:42	1:22	1:08

 NA Use Lincoln altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct SWT NDB and hold.
LINCOLN APP CON ★ 124.0 270.3	UNICOM 122.8 (CTAF) ①



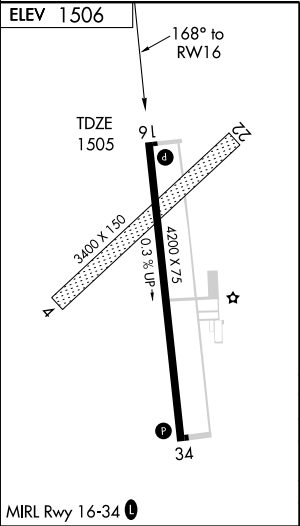
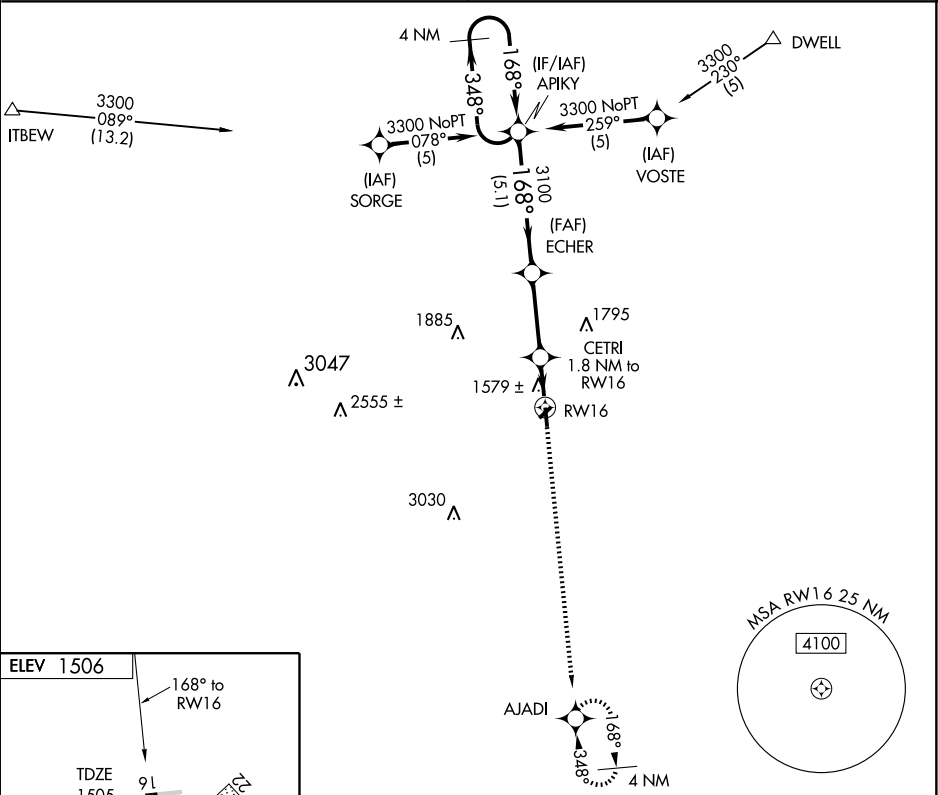
					MIRL Rwy 16-34					
CATEGORY	A	B	C	D	FAF to MAP 4.1 NM					
S-34	2000-1	495 (500-1)	NA		Knots	60	90	120	150	180
CIRCLING	2020-1	515 (600-1)	NA		Min:Sec	4:06	2:44	2:03	1:38	1:22

WAAS CH 56507 W16A	APP CRS 168°	Rwy Idg 4200 TDZE 1505 Apt Elev 1506
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RNAV (GPS) RWY 16

SEWARD MUNI (SWT)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lincoln altimeter setting.	MISSED APPROACH: Climb to 3300 direct AJADI and hold.
LINCOLN APP CON* 124.0 270.3	UNICOM 122.8 (CTAF) 0



4 NM Holding Pattern				3300	AJADI
3300 ← 348°				3300	
GS 3.00°				3100	
TCH 41				*2100	
				5.1 NM	3.1 NM
				1.8 NM	
CATEGORY	A	B	C	D	
LPV DA	1832-1¼	327 (400-1¼)		NA	
LNAV/VNAV DA	1926-1½	421 (500-1½)		NA	
LNAV MDA	1960-1	455 (500-1)		NA	
CIRCLING	2020-1	514 (600-1)		NA	

WAAS CH 82407 W34A	APP CRS 348°	Rwy Idg 4200 TDZE 1506 Apt Elev 1506
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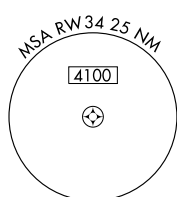
RNAV (GPS) RWY 34

T	Baro-VNAV NA. DME/DME RNP-0.3NA.
A NA	Visibility reduction by helicopters NA Use Lincoln altimeter setting.

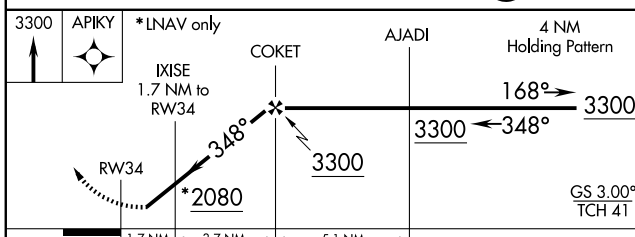
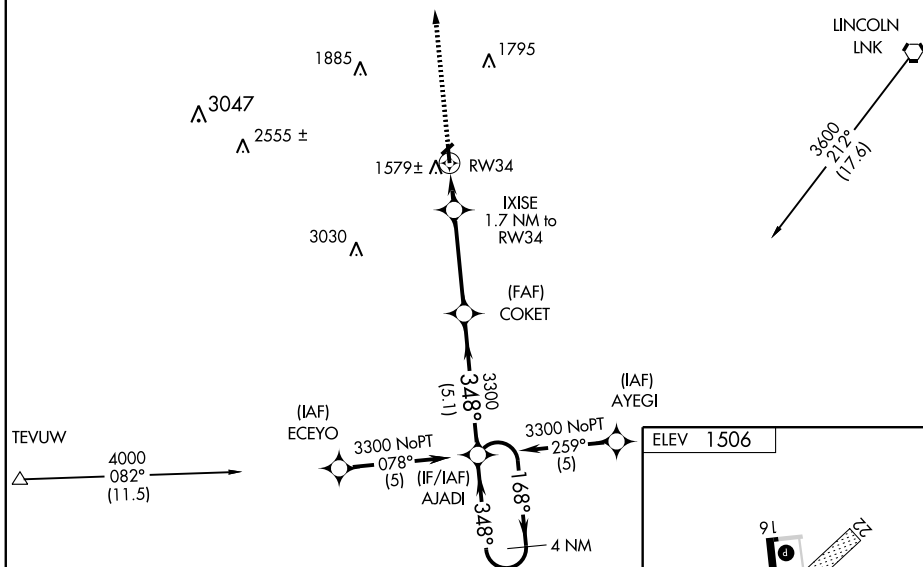
MISSED APPROACH: Climb to 3300 direct APIKY and hold.

LINCOLN APP CON ★
124.0 270.3

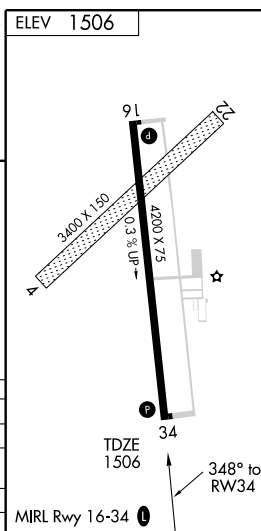
UNICOM
122.8 (CTAF)



Procedure NA for arrivals on LNK VORTAC airway radials
190 CW 258 and arrivals at TEVUW via V61 west bound.



		1.7 NM		3.7 NM		5.1 NM			
CATEGORY		A		B		C		D	
LPV	DA	1833-1¼		327 (400-1¼)				NA	
LNAV/ VNAV	DA	1926-1½		420 (500-1½)				NA	
LNAV MDA		1960-1		454 (500-1)				NA	
CIRCLING		2020-1		514 (600-1)				NA	



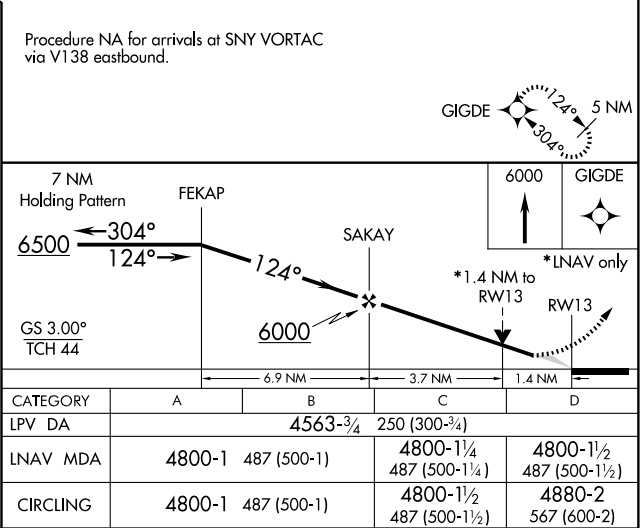
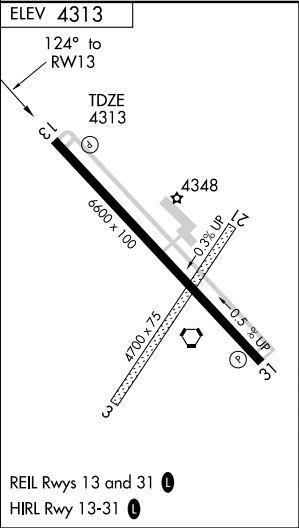
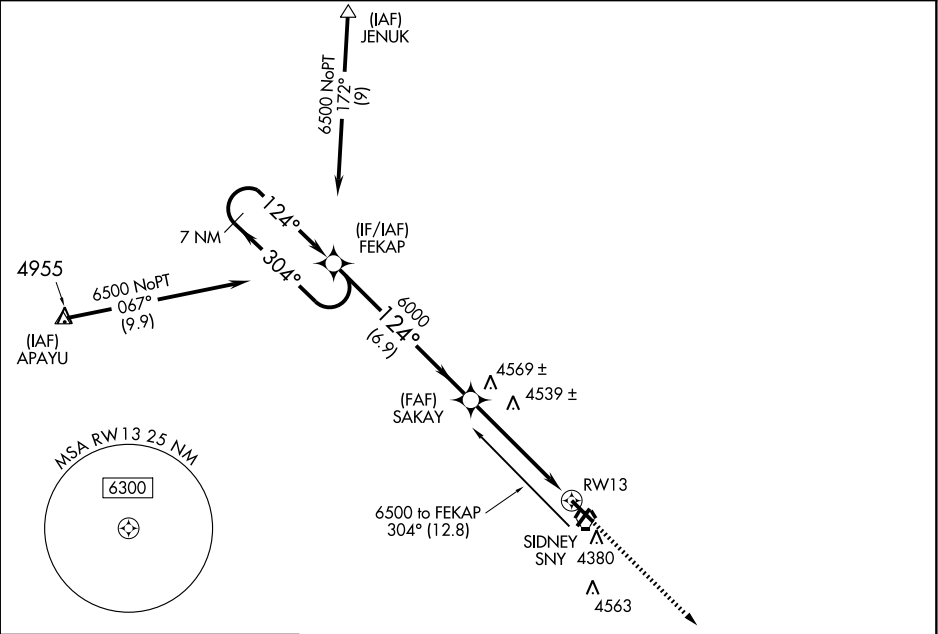
▼

When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, and increase LPV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile and circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

▲

MISSED APPROACH: Climb to 6000 direct GIGDE and hold.

ASOS 125.775	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF) 0
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AL-875 (FAA)

WAAS
CH 86303
W31A

APP CRS
304°

Rwy Idg
TDZE
Apt Elev

660
429
431

RNAV (GPS) RWY 31

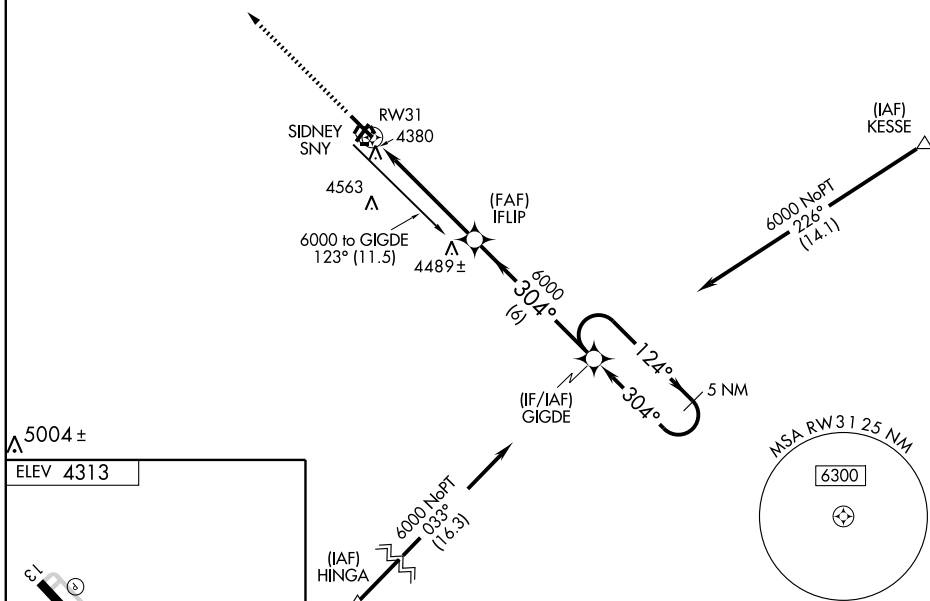
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

T When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, increase LPV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, circling Cats C and D ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA

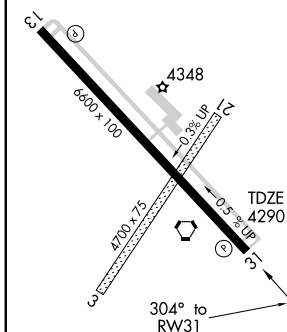
MISSED APPROACH: Climb to 6500
direct FEKAP and hold.

ASOS
125.775

DENVER CENTER
118,475 225.4

UNICOM
122.8 (CTAF) **L**

ELEV 4313

REIL Rwy 13 and 31 **L**HIRL Rwy 13-31 **L**

HOLDING PATTERN

CATEGORY	A	B	C	D
LPV DA	4540-1 250 (300-1)			
LNAV MDA	4740-1 450 (500-1)	4740-1½ 450 (500-1¼)	4740-1½ 450 (500-1½)	
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2. 22 OCT 2009 to 19 NOV 2009

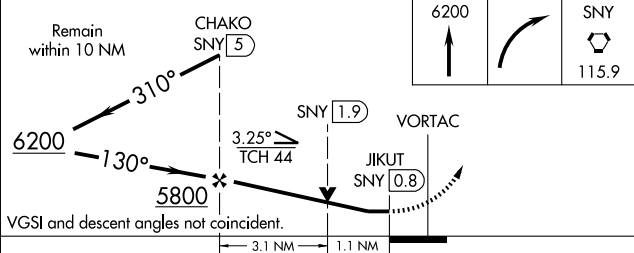
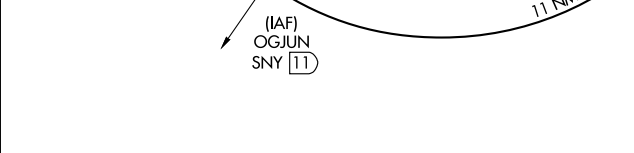
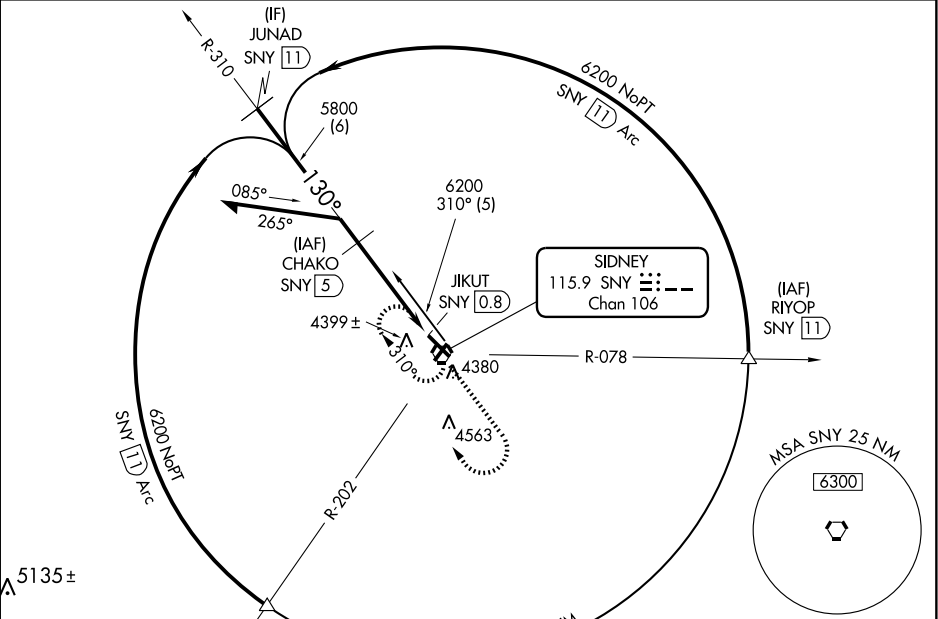
VORTAC SNY 115.9 Chan 106	APP CRS 130°	Rwy Idg TDZE Apt Elev	6600 4313 4313
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VOR/DME or TACAN RWY 13
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

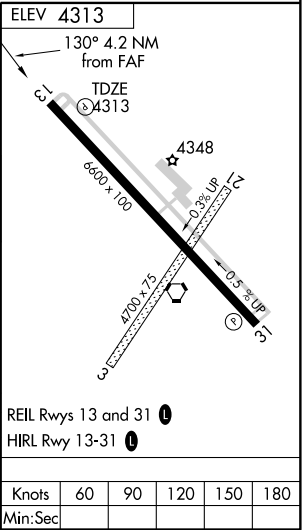
When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and S-13 Cats C and D visibility ½ mile, circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6200 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climb to 5000 then climbing left turn to 6000 via heading 065 and SNY R-078 to RIYOP/11 DME and hold East, right turn, 258° inbound.)

ASOS 125.775	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-13	4700-1	387 (400-1)		4700-1¼ 387 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)



VORTAC SNY 115.9 Chan 106	APP CRS 293°	Rwy Idg TDZE Apt Elev 6600 4290 4313
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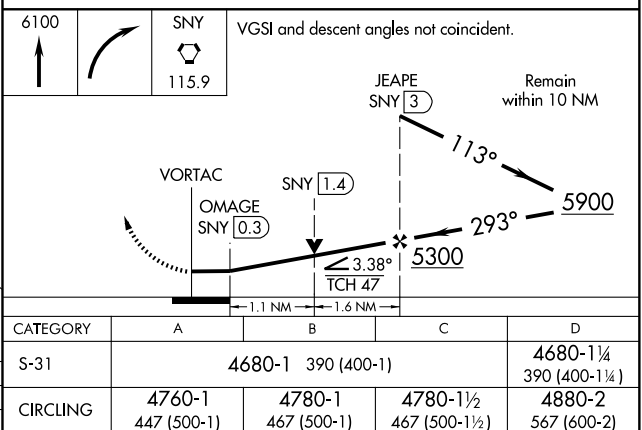
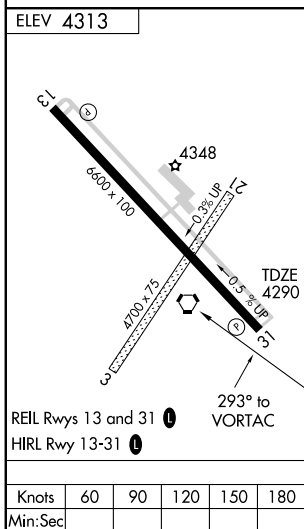
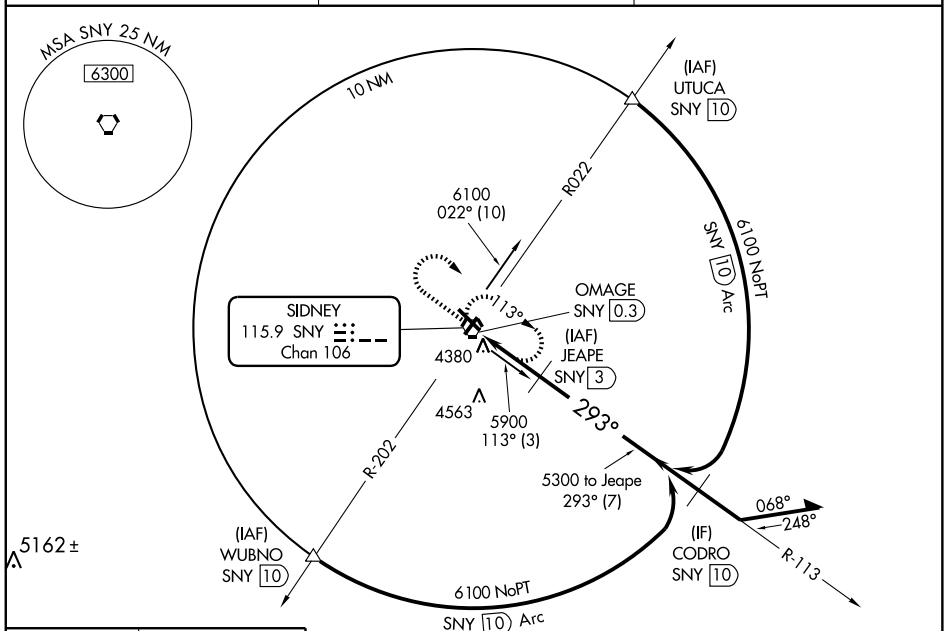
VOR/DME or TACAN RWY 31

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

▼ When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-31 Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climbing right turn to 7000 via SNY R-322 to JENUK/20 DME and hold Northwest, right turn, 142° inbound.)

ASOS 125.775	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF) 0
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VORTAC SNY 115.9 Chan 106	APP CRS 130°	Rwy Idg 6600 TDZE 4313 Apt Elev 4313
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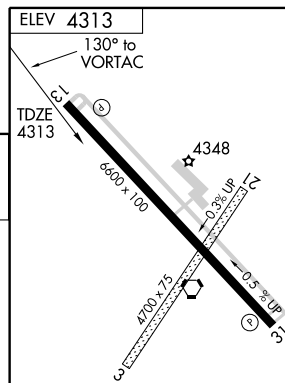
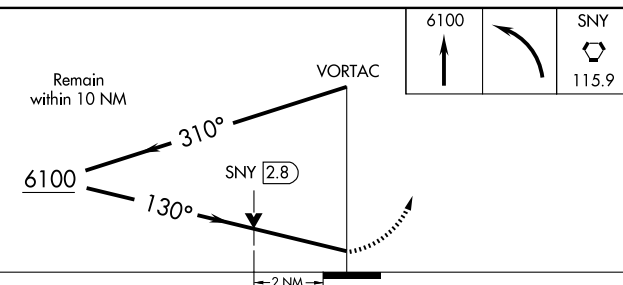
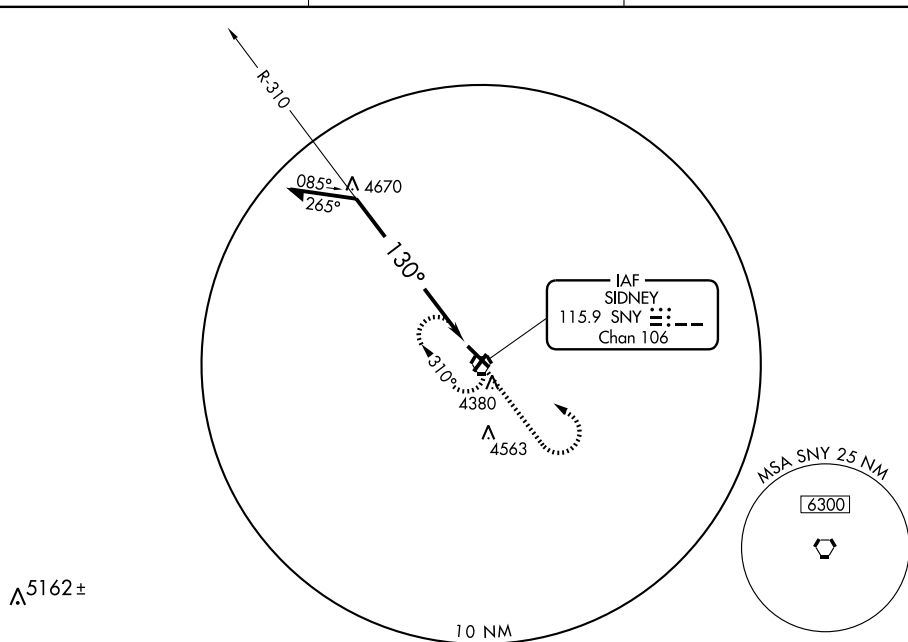
VOR RWY 13
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

T When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-13 and circling Cat B visibility $\frac{1}{4}$ mile, Cats C and D visibility $\frac{3}{4}$ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then left turn direct SNY VORTAC and hold.

ASOS
125,775

DENVER CENTER
118.475 225.4

UNICOM
122.8 (CTAF) **L**

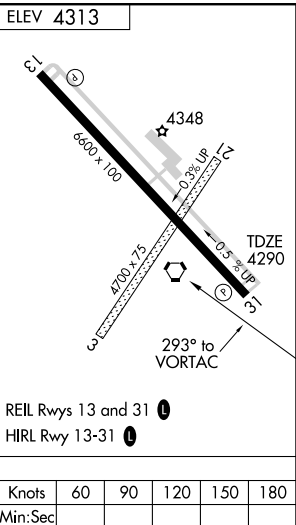
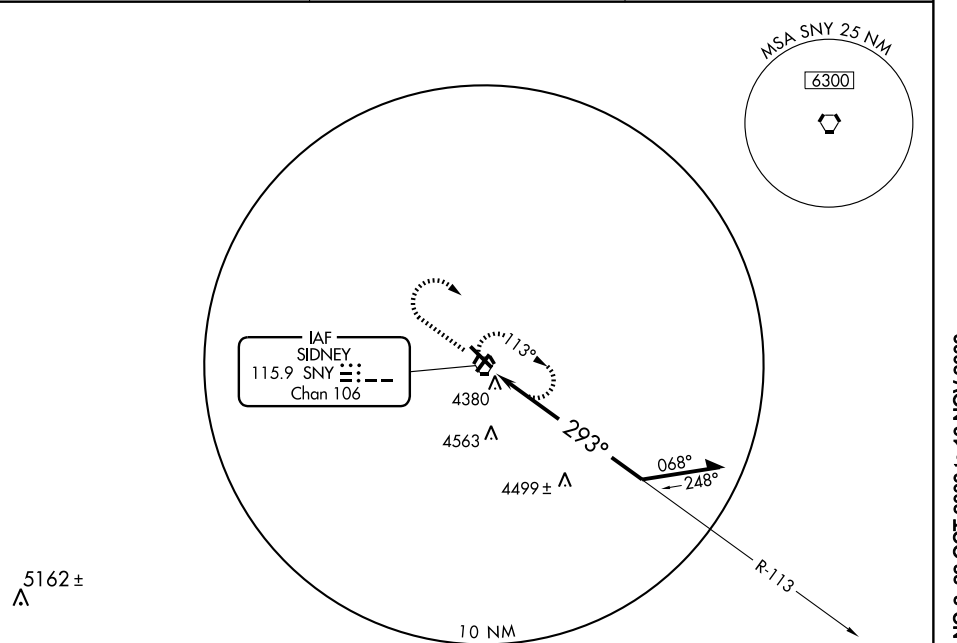
REIL Rwy 13 and 31 **L**
HIRL Rwy 13-31 **L**



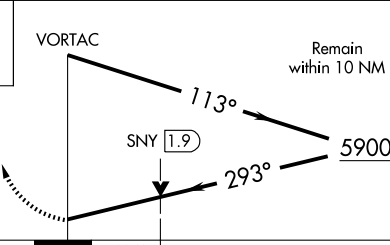
					REIL Rwy 13 and 31 ⁽¹⁾					
CATEGORY	A	B	C	D	HIRL Rwy 13-31 ⁽¹⁾					
S-13	4980-1	667 (700-1)	4980-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$)	4980-2 667 (700-2)						
CIRCLING	4980-1	667 (700-1)	4980-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$)	4980-2 667 (700-2)	Knots Min:Sec	60	90	120	150	180

When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet, increase S-31 Cat C and D, circling Cat C visibility ½ mile, circling Cat D visibility ¼ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold.

ASOS 125.775	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF) 0
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6100 ↑		SNY  115.9		
CATEGORY	A	B	C	D
S-31	4840-1	550 (600-1)	4840-1½ 550 (600-1½)	4840-1¾ 550 (600-1¾)
CIRCLING	4840-1	527 (600-1)	4840-1½ 527 (600-1½)	4880-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

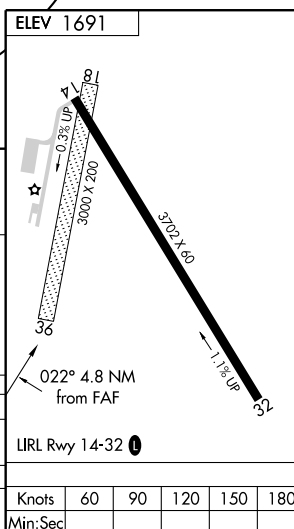
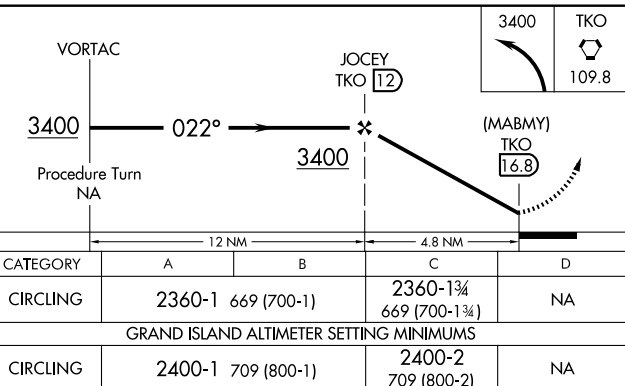
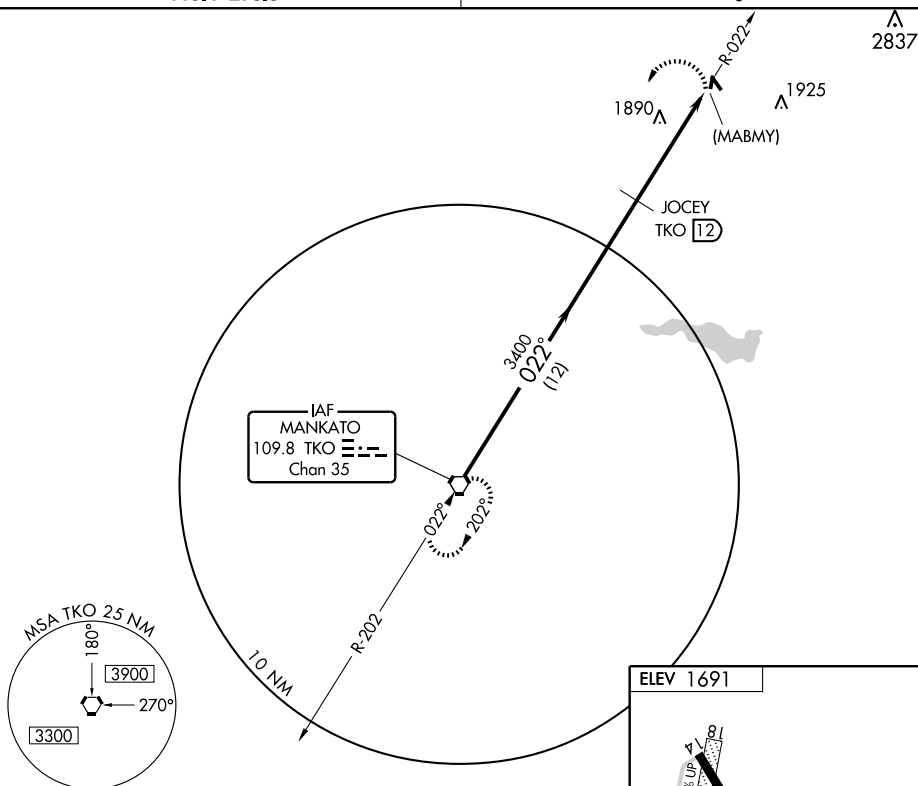
Rwy Idg	N/A
TDZE	N/A
Apt Elev	1691

VOR/DME or GPS-A
SUPERIOR MUNI (12K)

MISSED APPROACH: Climbing left turn to 3400 direct TKO VORTAC and hold.

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
123.0 (CTAF) **L**



APP CRS	Rwy Idg	4001
146°	TDZE	1027
	Apt Elev	1027

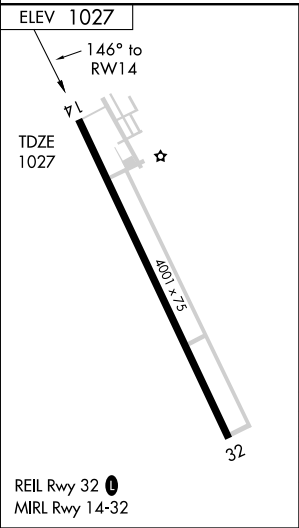
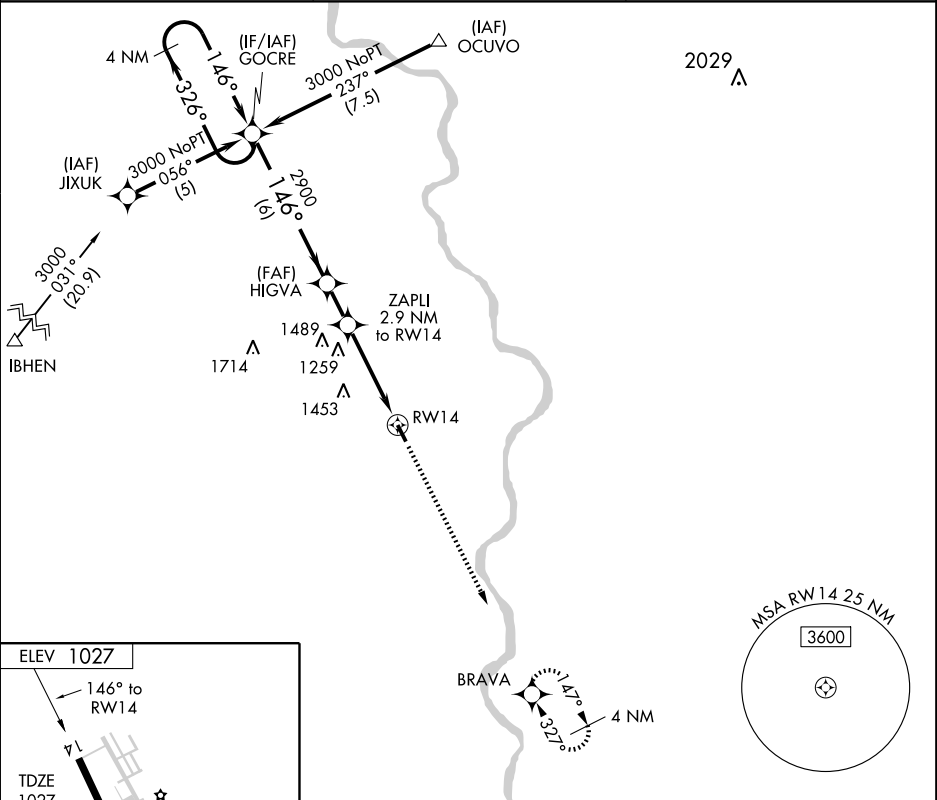
RNAV (GPS) RWY 14

TEKAMAH MUNI (TQE)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile. VDP NA with Fremont altimeter setting.

MISSED APPROACH: Climb to 3000 direct BRAVA and hold.

ASOS 127.275	OMAHA APP CON 124.5 263.0	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern				3000	BRAVA
CATEGORY	A	B	C	D	
LNAV MDA	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA	
CIRCLING	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA	

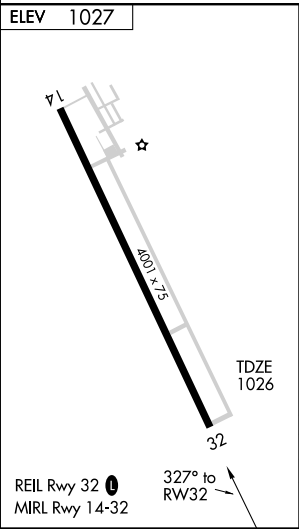
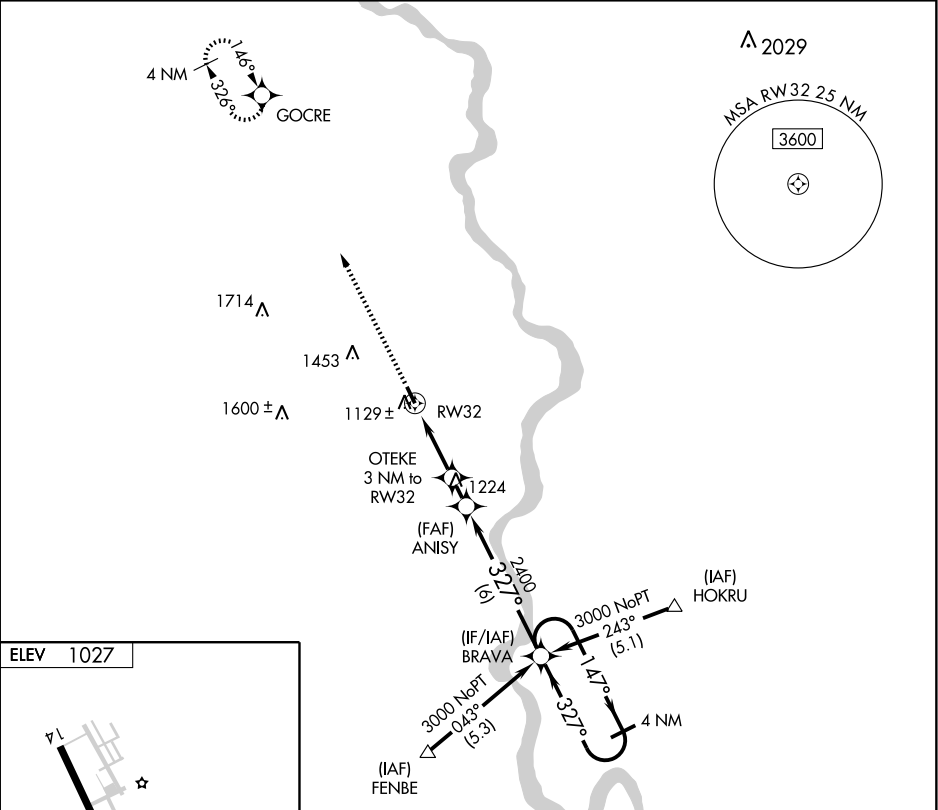
APP CRS	Rwy Idg	4001
327°	TDZE	1026
	Apt Elev	1027

RNAV (GPS) RWY 32

TEKAMAH MUNI (TQE)

<div><div>▼</div><div>▲</div></div> <p>DME/DME RNP-0.3 NA. VDP NA with Fremont altimeter setting. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet, and LNAV Cat C visibility ¼ mile.</p>	MISSED APPROACH: Climb to 3000 direct GOCRE and hold.
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ASOS 127.275	OMAHA APP CON 124.5 263.0	UNICOM 123.0 (CTAF) 0
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<div><div>3000</div><div><div>↑</div></div></div> <div><div>GOCRE</div><div><div>☼</div></div></div>		<div><div>4 NM</div><div>Holding Pattern</div></div>			
<div><div>OTEKE</div><div>3 NM to RW32</div></div>		<div><div>ANISY</div><div>✖</div></div>	<div><div>BRAVA</div></div>	<div><div>147°</div><div>→</div><div>3000</div></div> <div><div>←</div><div>327°</div></div>	
<div><div>1 NM to RW32</div><div>↓</div></div>		<div><div>3.04°</div><div>TCH 40</div></div>	<div><div>2400</div></div>		
<div><div>RW32</div><div>↓</div></div>					
<div><div>1 NM</div><div>2 NM</div><div>1.1 NM</div><div>6 NM</div></div>					
CATEGORY	A		B	C	D
LNAV MDA	1380-1 354 (400-1)				NA
CIRCLING	1460-1 433 (500-1)	1480-1 453 (500-1)	1480-1½ 453 (500-1½)		NA

VOR TQE	APP CRS	Rwy Idg	4001
108.4	315°	TDZE	1026
		Apt Elev	1027

VOR RWY 32
TEKAMAH MUNI (TQE)

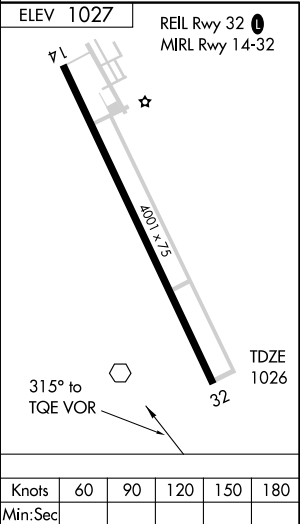
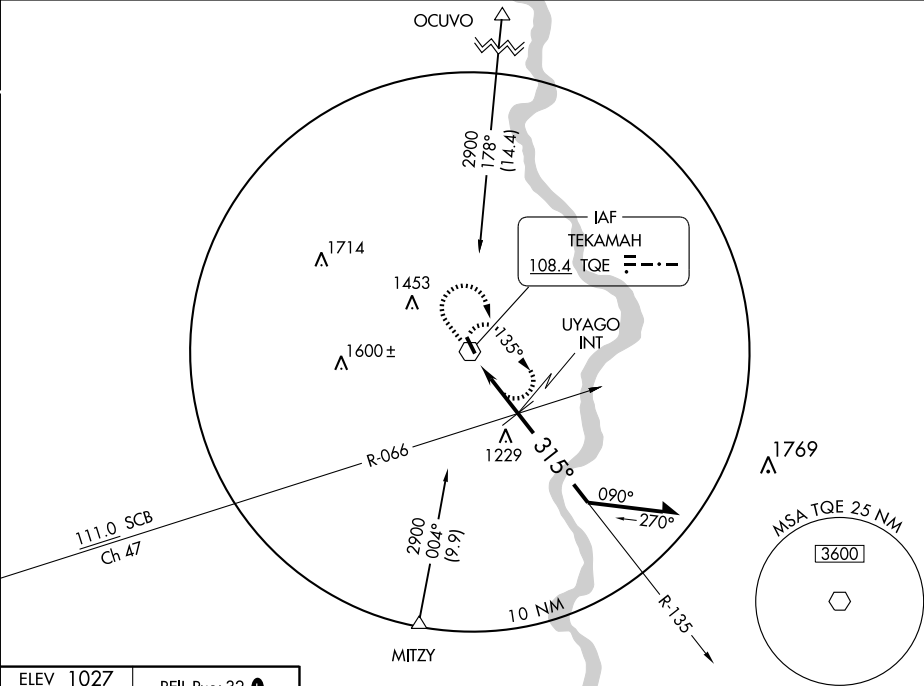
When local altimeter setting not received, use Fremont altimeter setting and increase UYAGO fix minimums MDAs 100 feet, and S-32 Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct TQE VOR and hold.

ASOS
127.275

OMAHA APP CON
124.5 263.0

UNICOM
123.0 (CTAF) 0



<div>2900</div> <div>TQE VOR 108.4</div> <div>VOR</div> <div>UYAGO INT</div> <div>135°</div> <div>315°</div> <div>2900</div> <div>1840</div> <div>2.78°</div> <div>TCH 40</div> <div>2.8 NM</div> <div>Remain within 10 NM</div>				
CATEGORY	A	B	C	D
S-32	1840-1 814 (900-1)	1840-1¼ 814 (900-1¼)	1840-2½ 814 (900-1½)	NA
CIRCLING	1840-1 813 (900-1)	1840-1¼ 813 (900-1¼)	1840-2½ 813 (900-1½)	NA
UYAGO FIX MINIMUMS				
S-32	1480-1	454 (500-1)	1480-1¼ 454 (500-1¼)	NA
CIRCLING	1480-1	453 (500-1)	1480-1½ 453 (500-1½)	NA

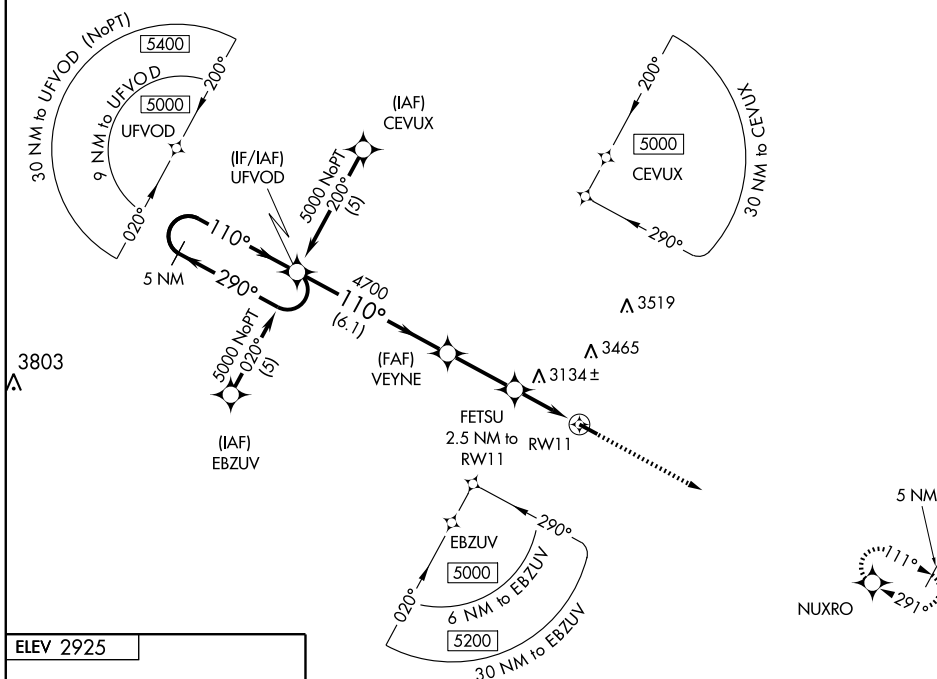
APP CRS	Rwy Idg	4400
110°	TDZE	2925
	Apt Elev	2925

RNAV (GPS) RWY 11
THEDFORD/ THOMAS COUNTY (TIF)

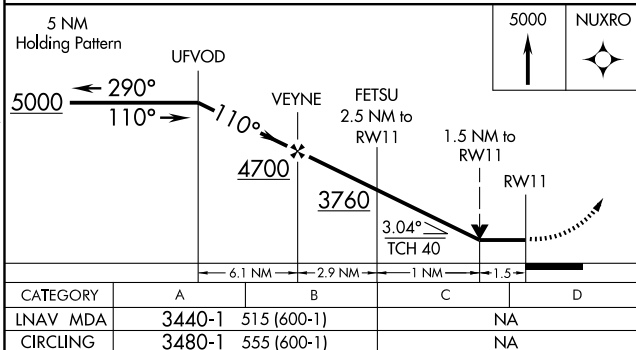
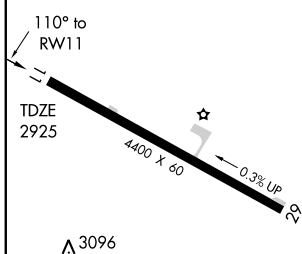
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 5000
direct NUXRO and hold.

AWOS-3
120.825

DENVER CENTER
127.95 338.2CTAF
122.9

ELEV 2925



MIRL Rwy 11-29

APP CRS	Rwy Idg	4400
291°	TDZE	2921
	Apt Elev	2925

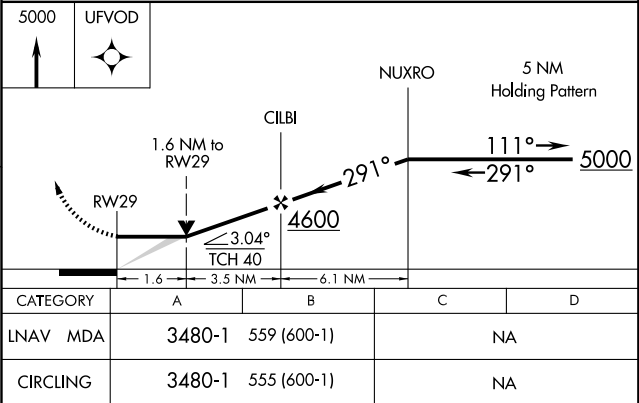
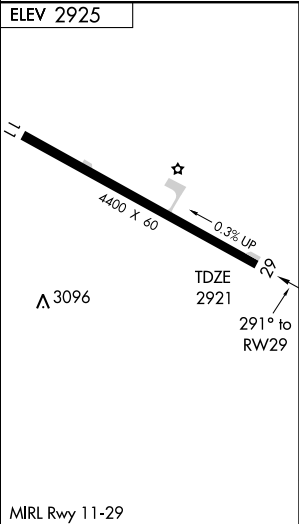
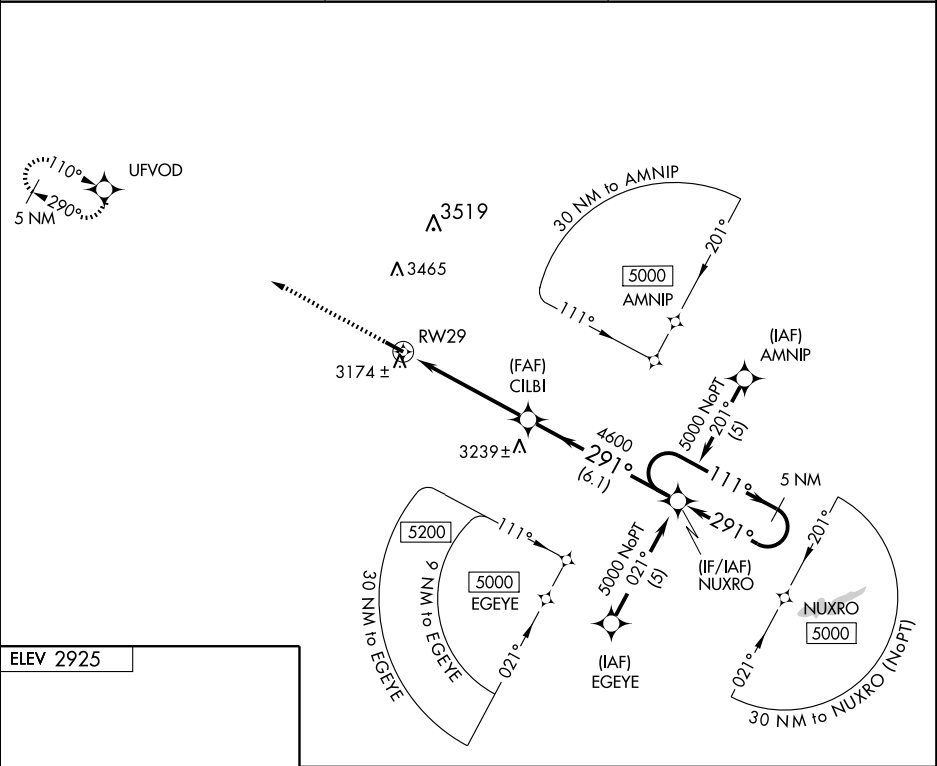
RNAV (GPS) RWY 29

THEDFORD/ THOMAS COUNTY (TIF')

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet.
⚠ VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 5000 direct UFVOD and hold.

AWOS-3 120.825	DENVER CENTER 127.95 338.2	CTAF 122.9
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CATEGORY	A	B	C	D
RNAV MDA	3480-1	559 (600-1)	NA	NA
CIRCLING	3480-1	555 (600-1)	NA	NA

VOR/DME RWY 29

THEDFORD/ THOMAS COUNTY (TIF*)

VOR/DME TDD 108.6 Chan 23	APP CRS 272°	Rwy Idg TDZE Apt Elev	4400 2921 2925
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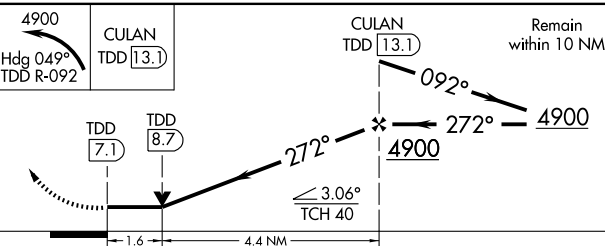
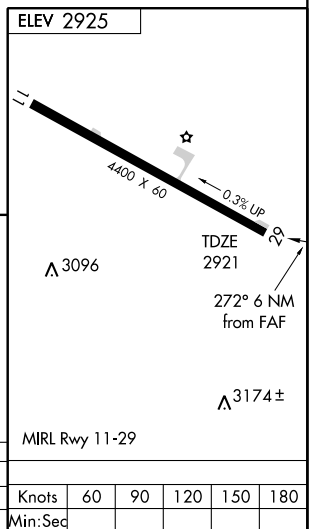
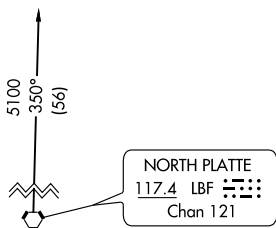
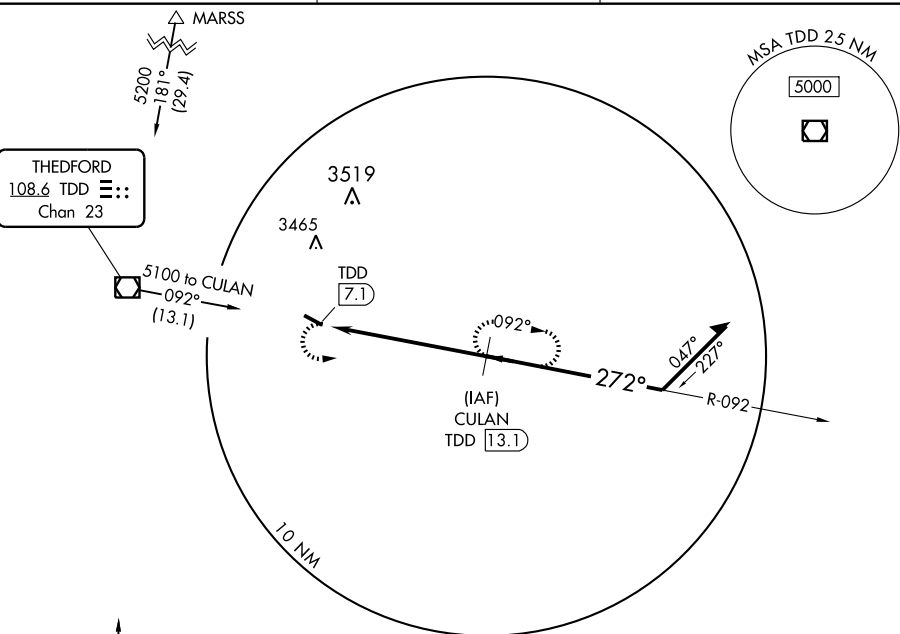
V When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet.
NA VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climbing left turn to 4900 via heading 049° and TDD R-092 to CULAN/TDD 13.1 DME and hold.

AWOS-3
120.825

DENVER CENTER
127.95 338.2

CTAF
122.9



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-29	3480-1	559 (600-1)	NA		Min:Sec					
CIRCLING	3480-1	555 (600-1)	NA							

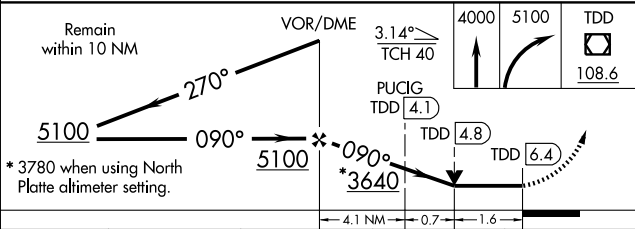
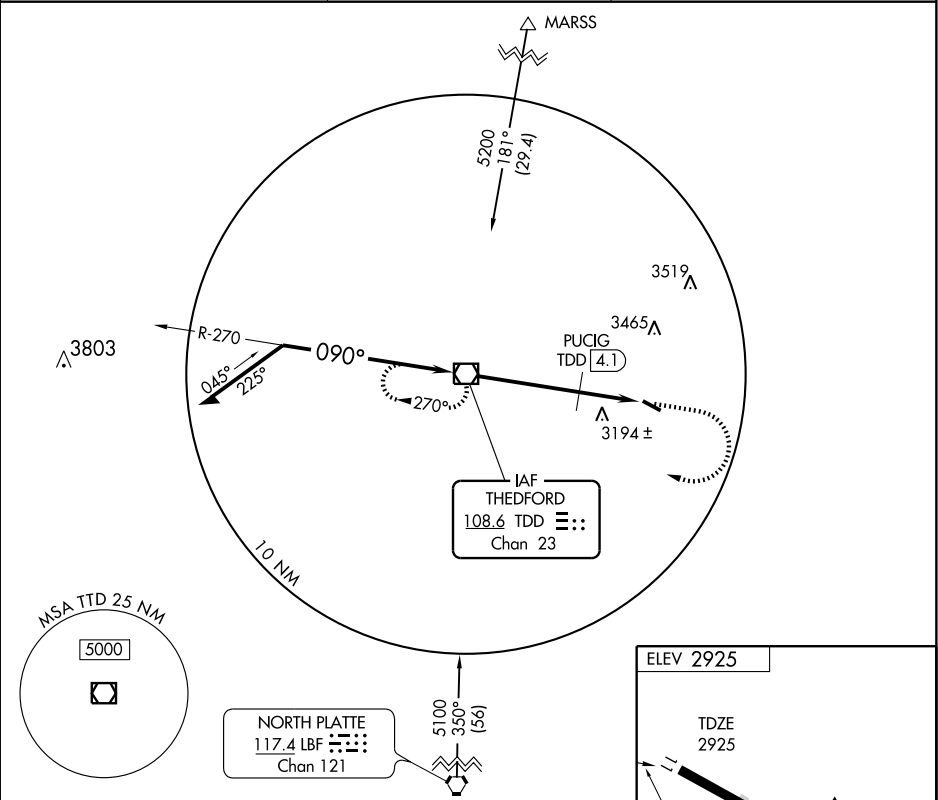
VOR/DME TDD 108.6 Chan 23	APP CRS 090°	Rwy Idg TDZE Apt Elev 4400 2925 2925
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VOR RWY 11
THEDFORD/ THOMAS COUNTY (TIF°)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet, increase S-11 Cat B and circling Cat B visibility ¼ mile. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5100 direct TDD VOR/DME and hold.

AWOS-3 120.825	DENVER CENTER 127.95 338.2	CTAF 122.9
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MIRL Rwy 11-29

FAF to MAP 6.4 NM

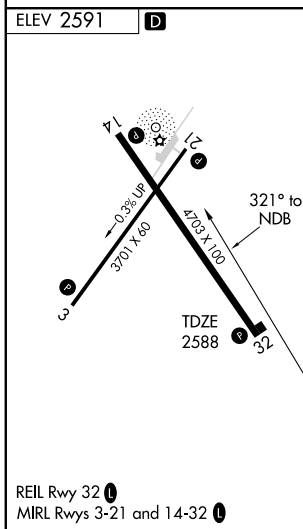
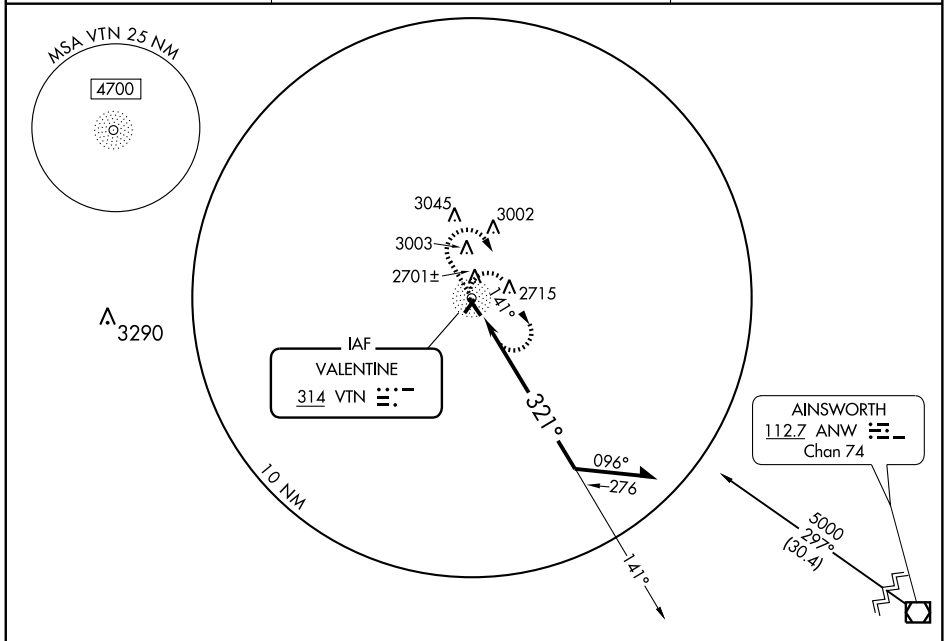
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

CATEGORY	A	B	C	D
S-11	3640-1	715 (800-1)		NA
CIRCLING	3640-1	715 (800-1)		NA
PUCIG FIX MINIMUMS				
S-11	3500-1	575 (600-1)		NA
CIRCLING	3500-1	575 (600-1)		NA

NDB VTN 314	APP CRS 321°	Rwy Idg TDZE Apt Elev	4703 2588 2591
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 	MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct VTN NDB and hold.
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ASOS 118.075	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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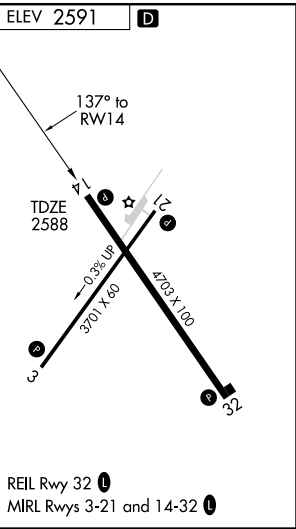
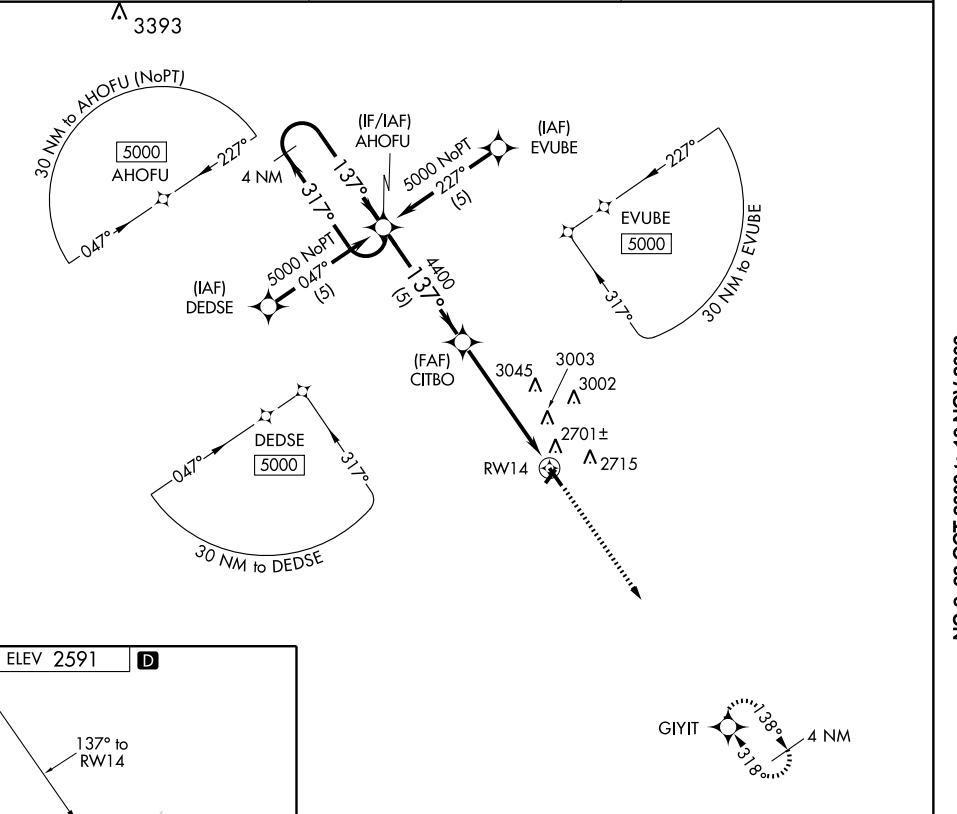


4000 ↑	5000 ↗	VTN ○ 314	<div><div>NDB</div><div>141°</div><div>321°</div><div>4500</div><div>Remain within 10 NM</div></div>	
CATEGORY	A	B	C	D
S-32	3400-1 812 (900-1)	3400-1¼ 812 (900-1¼)	NA	
CIRCLING	3400-1 809 (900-1)	3400-1¼ 809 (900-1¼)	NA	

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct GIYIT and hold.

ASOS 118.075	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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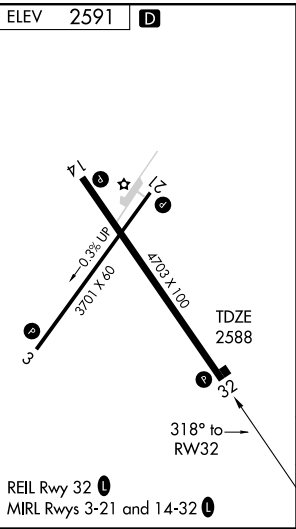
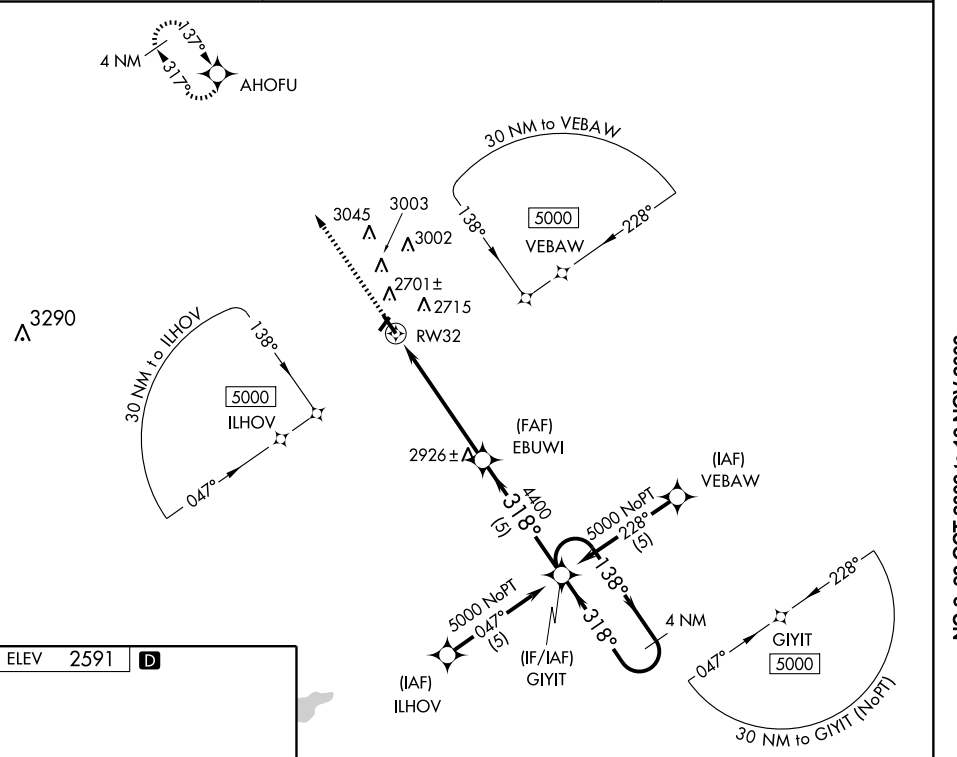
	4 NM Holding Pattern AHOFU		5000	GIYIT
	5000 ← 317° 137° →		CITBO 4400 1.9 NM to RWY 14 RWY 14	
	5 NM 3.6 NM 1.9 NM		3.05° TCH 40	
CATEGORY	A	B	C	D
LNAV MDA	3240-1	652 (700-1)	NA	
CIRCLING	3240-1	649 (700-1)	NA	

DME/DME RNP-0.3 NA.

Baro-VNAV NA below -20°C (-4°F).

MISSED APPROACH: Climb to 5000 direct AHOFU and hold.

ASOS 118.075	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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5000 AHOFU		*LNAV only.		GIYIT 4 NM Holding Pattern	
EBUWI		*1.8 NM to RW32		138° → 5000	
RW32		318°		← 318°	
1.8		3.7 NM		5 NM	
CATEGORY	A	B	C	D	
LPV DA	2840-1	252 (300-1)	NA		
LNAV/VNAV DA	2960-1¼	372 (400-1¼)	NA		
LNAV MDA	3180-1	592 (600-1)	NA		
CIRCLING	3180-1¼	589 (600-1¼)	NA		

NDB RWY 20
WAHOO MUNI (AHQ)

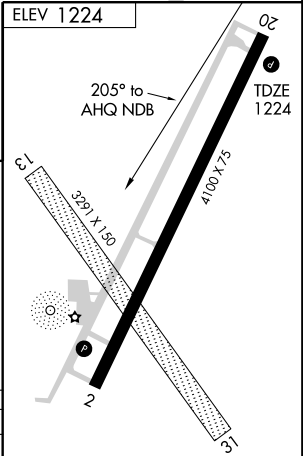
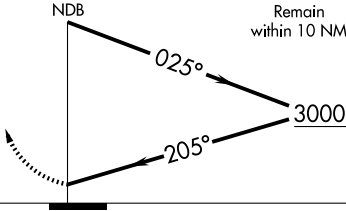
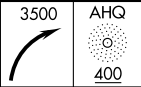
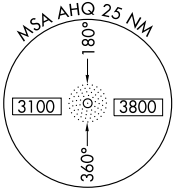
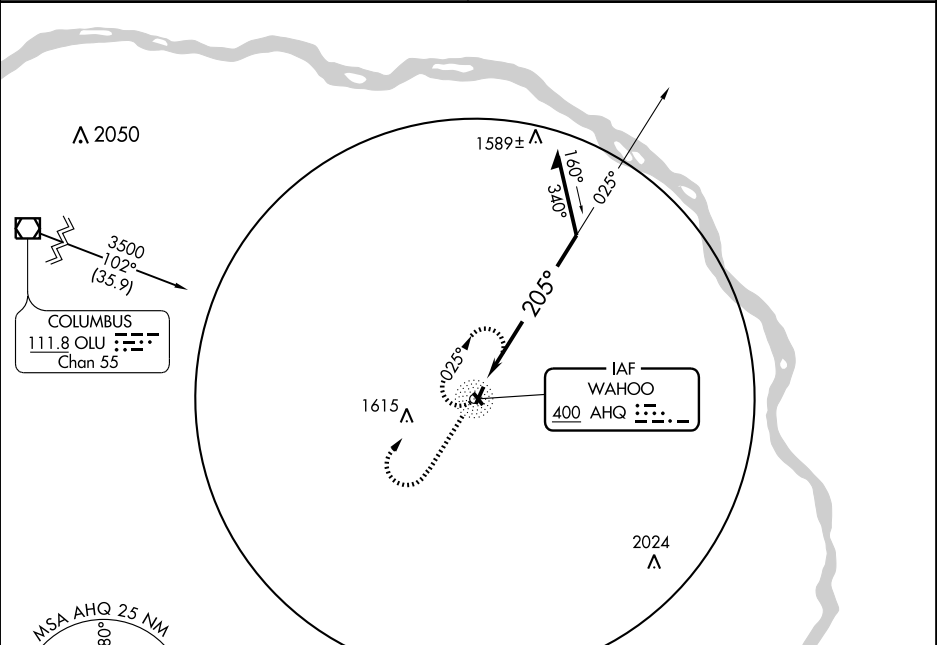
NDB AHQ 400	APP CRS 205°	Rwy Idg TDZE Apt Elev	4100 1224 1224
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▼ Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase all MDA 40 feet.

▲ NA

MISSED APPROACH: Climbing right turn to 3500 in AHQ NDB holding pattern.

OMAHA APP CON 120.1 354.05	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-20	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	
CIRCLING	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	

MIRL Rwy 2-20
ULRL Rwy 13-31

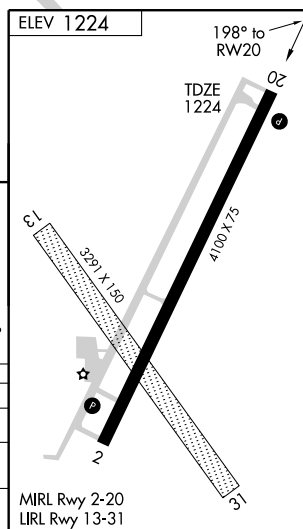
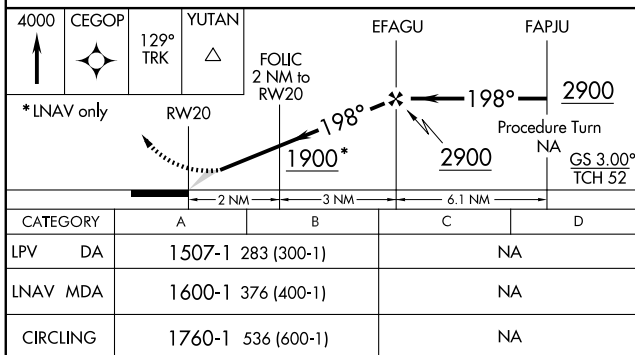
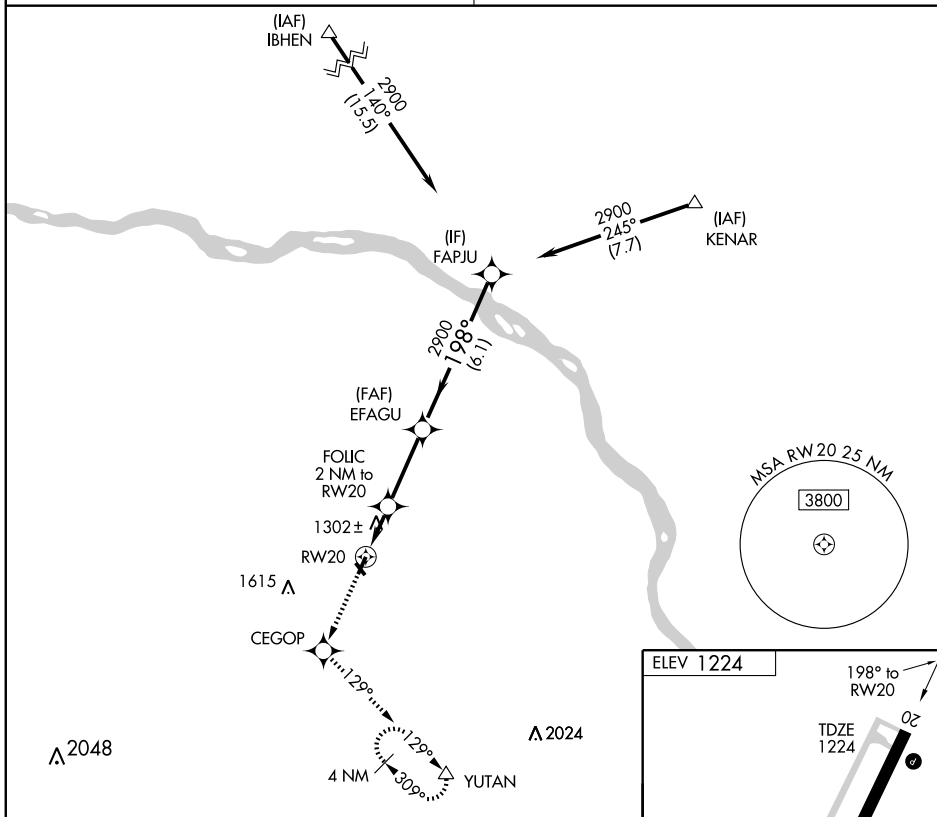
WAAS CH 48907 W20A	APP CRS 198°	Rwy Idg 4100 TDZE 1224 Apt Elev 1224
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RNAV (GPS) RWY 20
WAHOO MUNI (AHQ)

T DME/DME RNP-0.3 NA. Circling to Rwy 13-31 NA.
A NA Use Fremont altimeter setting, when not received,
use Lincoln altimeter setting and increase DA 25
feet and all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct CEGOP and via 129° track to YUTAN and hold, continue climb-in-hold to 4000.

OMAHA APP CON
120.1 354.05

UNICOM
122.7 (CTAF) **L**

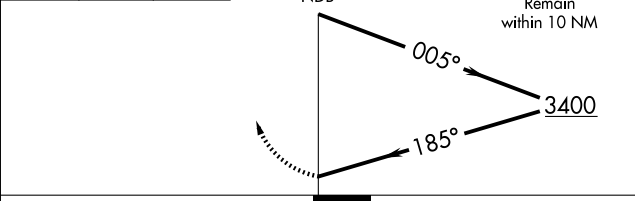
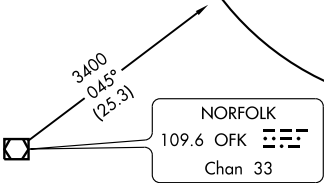
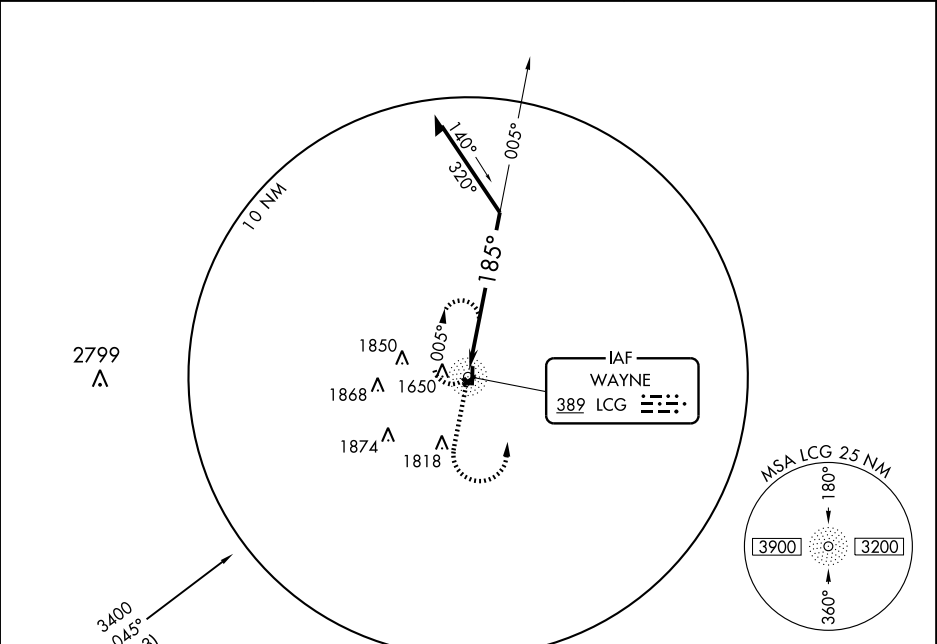
NDB RWY 17
WAYNE MUNI (LCG)

NDB LCG	APP CRS	Rwy Idg TDZE Apt Elev	4200 1427 1431
389	185°		1431

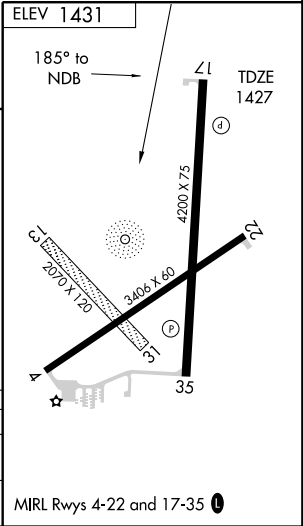
When local altimeter setting not received,
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then left turn
direct LCG NDB and hold.

AWOS-3 120.125	SIoux CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	2100-1	673 (700-1)	NA	
CIRCLING	2100-1	669 (700-1)	NA	



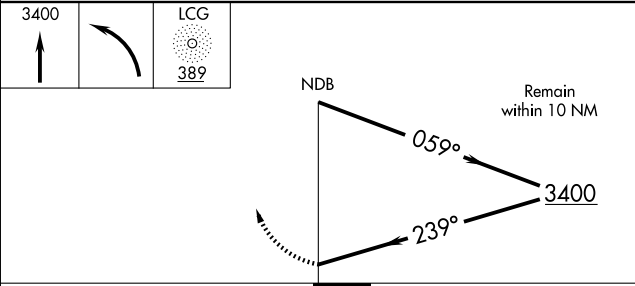
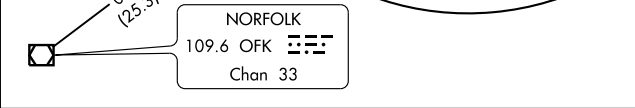
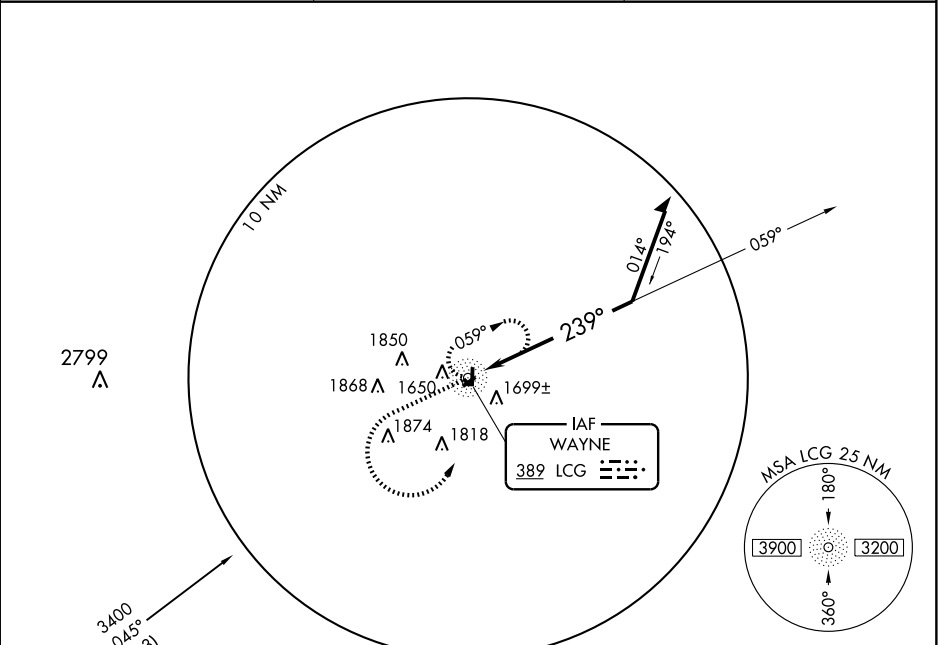
NDB RWY 22
WAYNE MUNI (LCG)

NDB LCG	APP CRS	Rwy Idg TDZE Apt Elev	3406 1430 1431
389	239°		

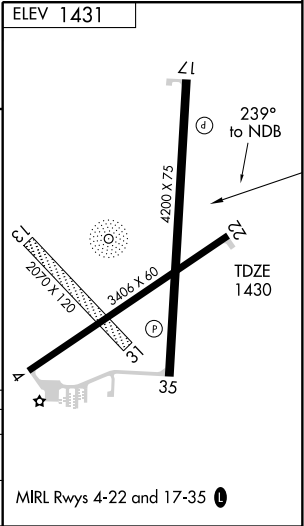
When local altimeter setting not received,
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then left turn
direct LCG NDB and hold.

AWOS-3 120.125	SIoux CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-22	2140-1	710 (800-1)	NA	
CIRCLING	2140-1	709 (800-1)	NA	



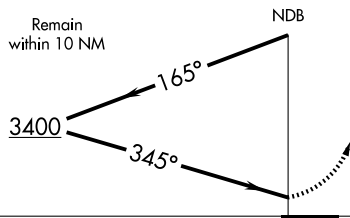
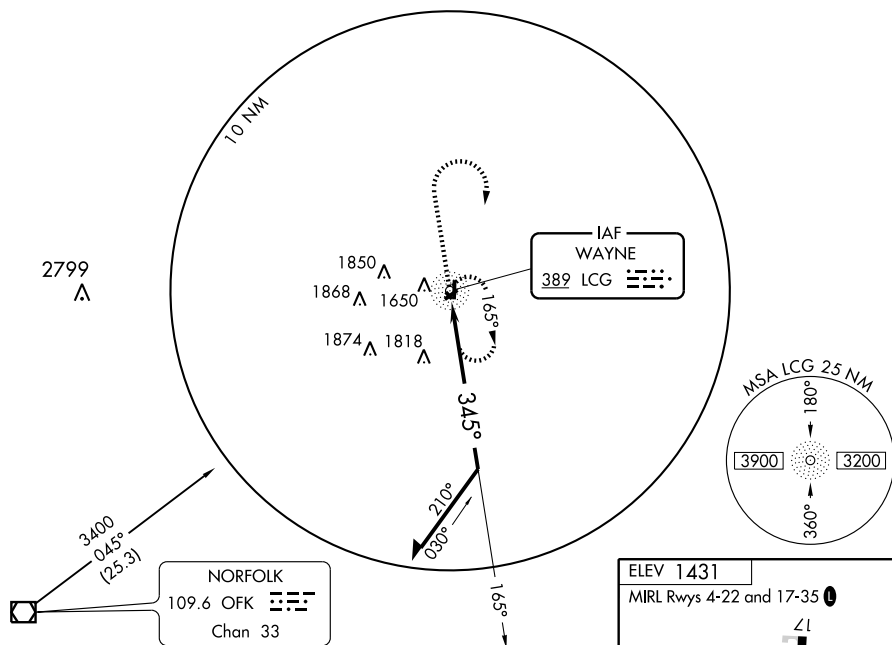
When local altimeter setting not received,
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then right turn direct LCG NDB and hold.

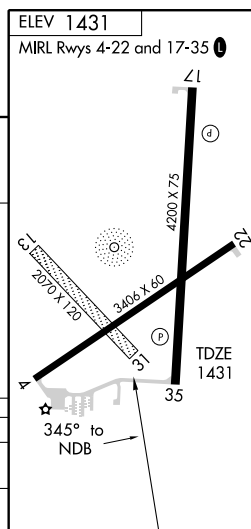
AWOS-3
120.125

SIOUX CITY APP CON ★
 124.6 307.0

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-35	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	
CIRCLING	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	



▼

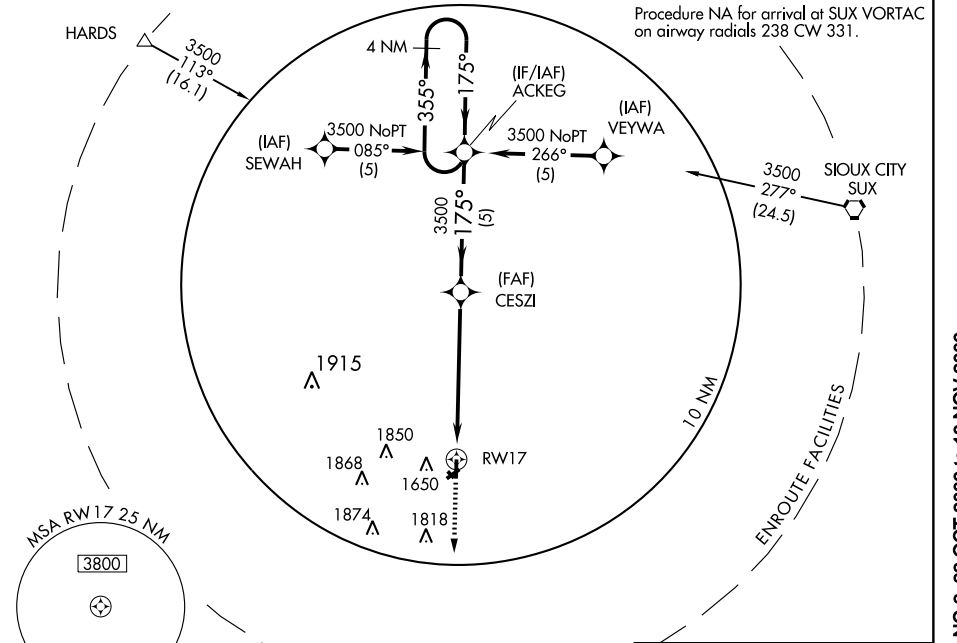
BARO-VNAV NA below -17C (2F). DME/DME RNP 0.3 NA. If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting.

▲

NA

MISSED APPROACH: Climb to 3500 direct ERHOS and hold.

AWOS-3 120.125	SIOUX CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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ELEV 1431

175° to RWY 17

TDZE 1427

4200 X 75

3406 X 60

2070 X 120

35

3500	ERHOS			
CESZI	ACKEG			
4 NM Holding Pattern				
* 1.6 NM to RWY 17				
* LNAV only				
GS 3.00° TCH 40				
1.6 NM	4.7 NM	5 NM		
CATEGORY	A	B	C	D
LPV DA	1680-1	253 (300-1)	NA	
LNAV/VNAV DA	1840-1½	413 (500-1½)	NA	
LNAV MDA	1980-1	553 (600-1)	NA	
CIRCLING	2000-1½	569 (600-1½)	NA	

MIRL Rwy 4-22 and 17-35 0

NC-2, 22 OCT 2009 to 19 NOV 2009

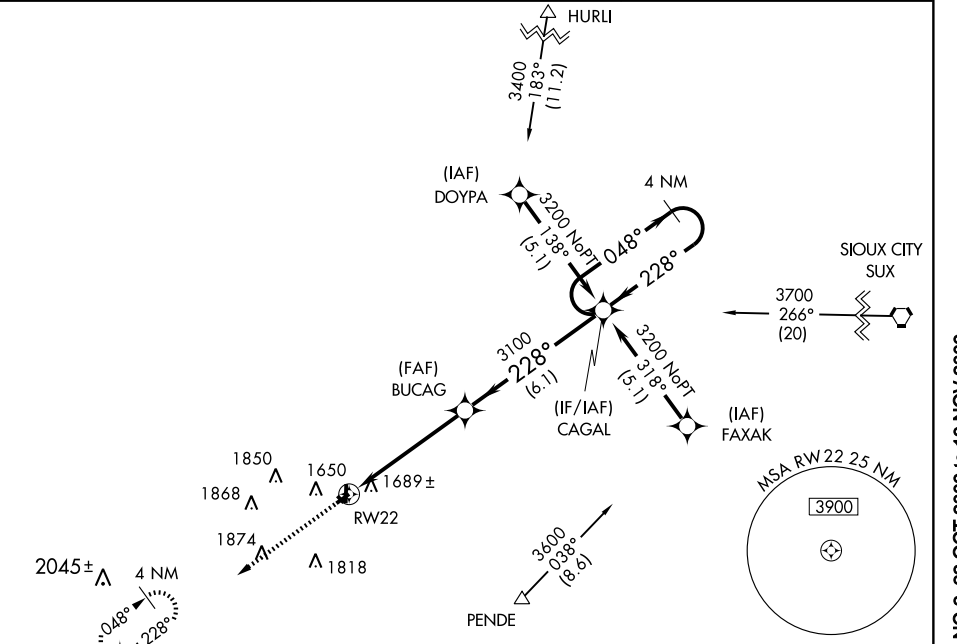
▼

NA

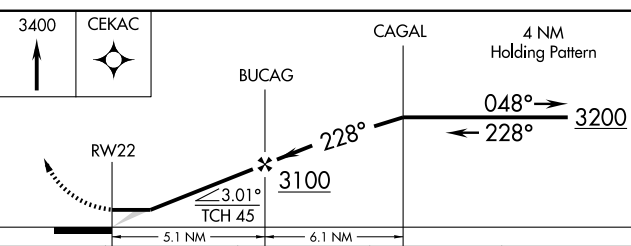
When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400
direct CEKAC WP and hold.

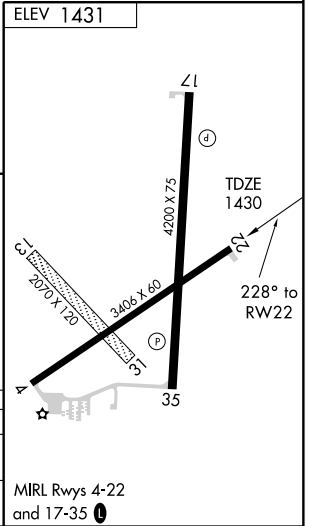
AWOS-3 120.125	SIOUX CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrival at SUX VORTAC via V100 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	2020-1	590 (600-1)	NA	
CIRCLING	2080-1	649 (700-1)	NA	



MIRL Rwy 4-22
and 17-35 0

APP CRS
355°

Rwy Idg **4200**
TDZE **1431**
Apt Elev **1431**

RNAV (GPS) RWY 35
WAYNE MUNI (LCC)

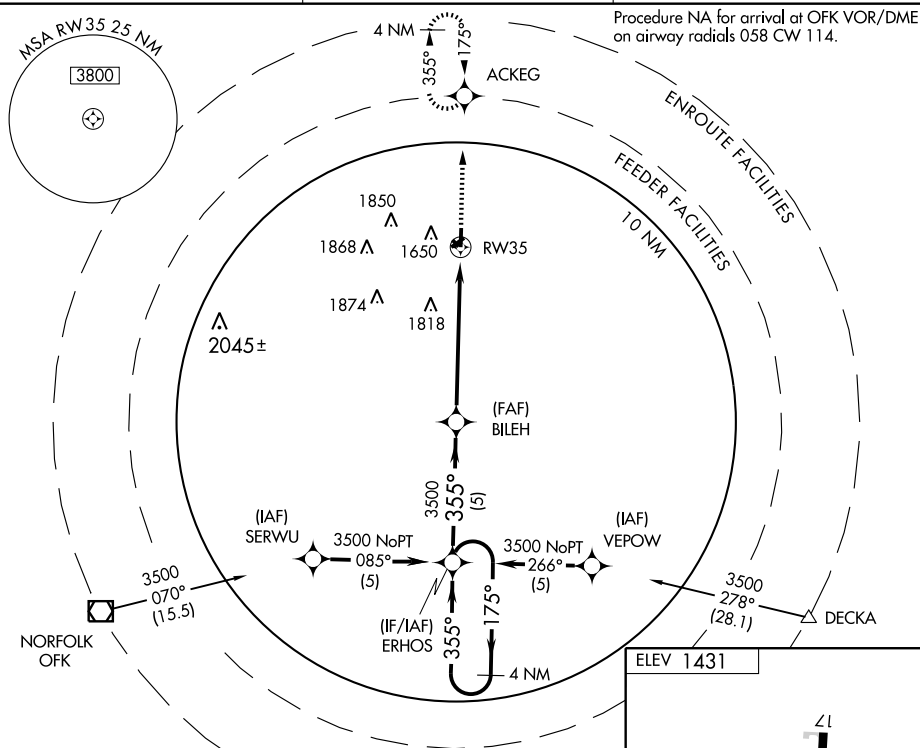
▼ If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ACKEG and hold.

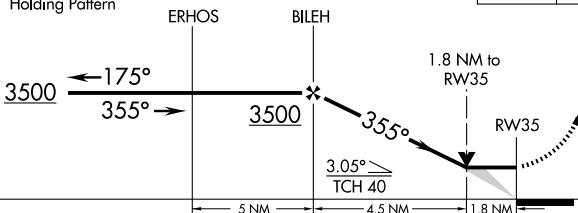
AWOS-3
120.125

SIoux CITY APP CON ★
124.6 307.0

UNICOM
122.8 (CTAF) 0

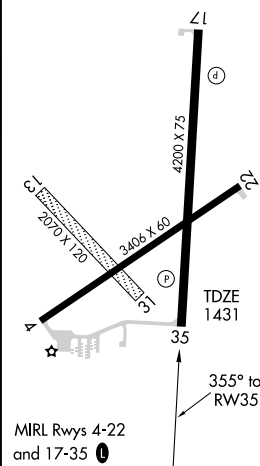


4 NM
Holding Pattern



3500
ACKEG




ELEV 1431

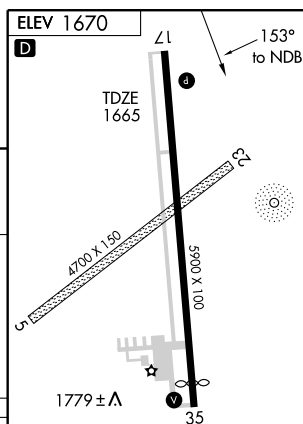


NDB RWY 17
YORK MUNI (JYR)

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct JYR NDB and hold.

NC-2: 22 OCT 2009 to 19 NOV 2009

3000	3300	JYR
		
		<u>257</u>



CATEGORY	A	B	C	D
S-17	2300-1	635 (700-1)	2300-1 $\frac{3}{4}$ 635 (700-1 $\frac{3}{4}$)	NA
CIRCLING	2300-1	630 (700-1)	2300-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$)	NA

REIL R_{wys} 17-35 LMIRL Rwy 17-35 **L**

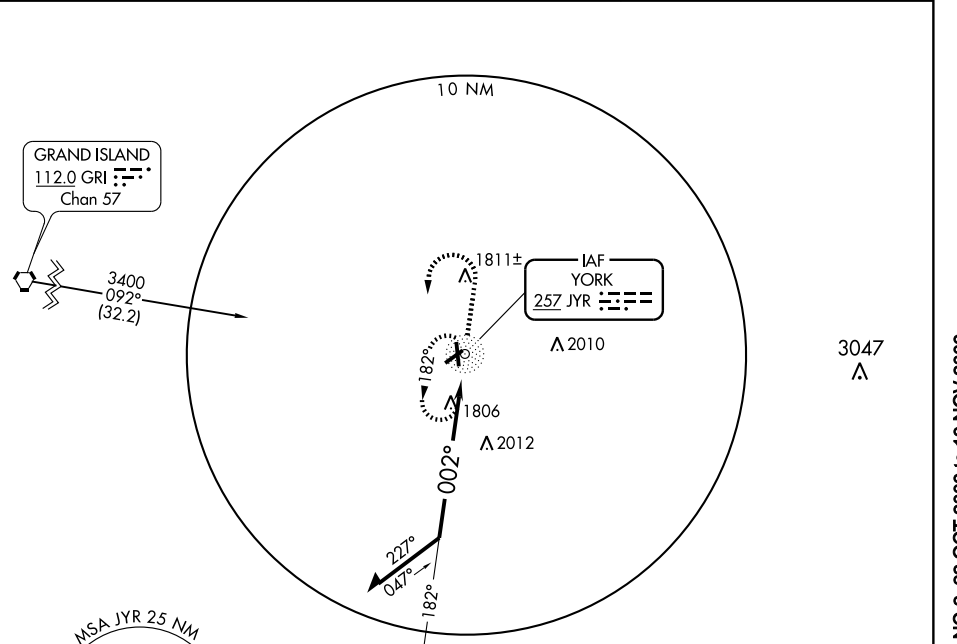
▼

▲ NA

When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct JYR NDB and hold.

AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

3000

3300

JYR 257

182°

002°

CATEGORY	A	B	C	D
S-35	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA
CIRCLING	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA

ELEV 1670

41

4700 X 150

5500 X 100

TDZE 1670

1779 ±

35

002° to NDB

REIL Rwy 17-35

MRL Rwy 17-35

NC-2, 22 OCT 2009 to 19 NOV 2009

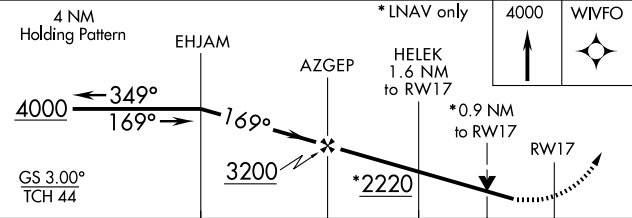
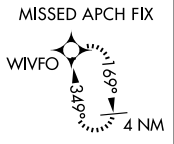
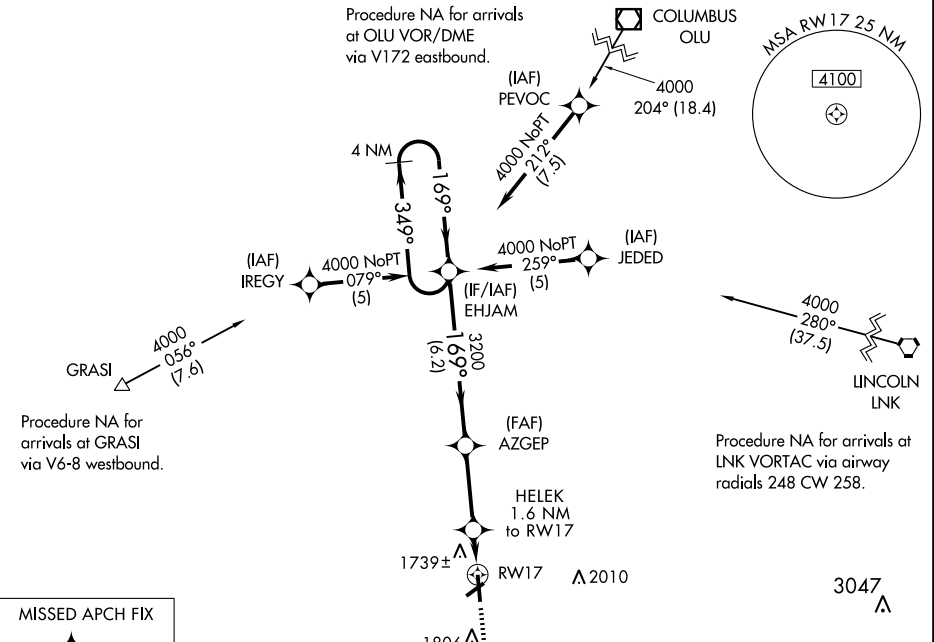
WAAS CH 86301 W17A	APP CRS 169°	Rwy Idg TDZE Apt Elev	5900 1665 1670
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RNAV (GPS) RWY 17
YORK MUNI (JYR)

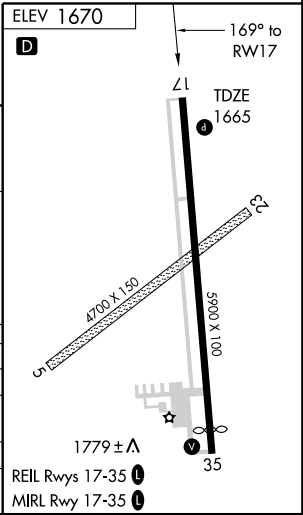
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV and LNAV/VNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH:
Climb to 4000 direct
WIVFO and hold.

AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1915-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	2031-1 1/4	366 (400-1 1/4)		NA
LNAV MDA	2000-1	335 (400-1)		NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1 1/2 450 (500-1 1/2)	NA



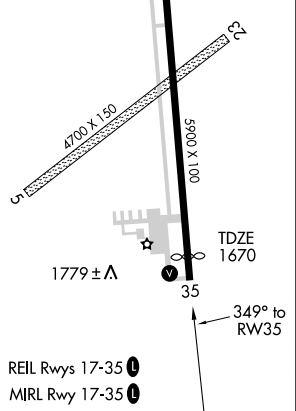
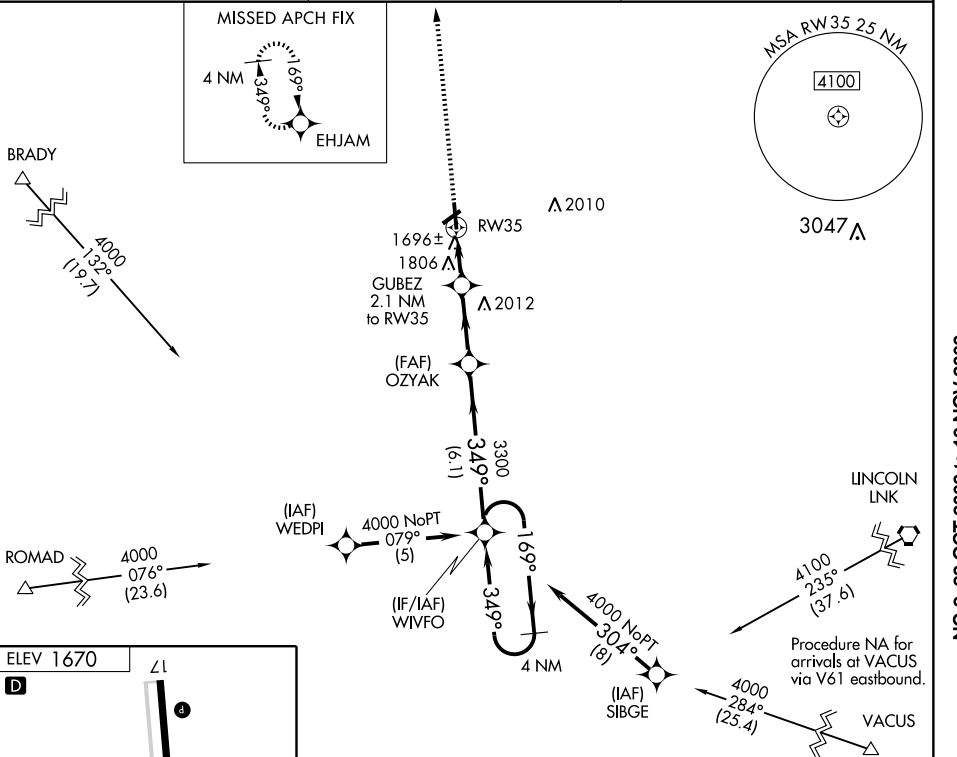
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV, all LNAV/VNAV, and Cat C LNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH:
Climb to 4000 direct EHJAM and hold.

AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF) 0
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4000	EHJAM	*LNAV only	OZYAK	WIVFO	169° → 4000	← 349°
		GUBEZ 2.1 NM to RW35				
		*1.2 NM to RW35				
		*2380	3300			
		1.2 NM	0.9	2.8 NM	6.1 NM	
CATEGORY	A	B	C	D		
LPV DA	1920-3¼	250 (300-¾)		NA		
LNAV/VNAV DA	2004-1¼	334 (400-1¼)		NA		
LNAV MDA	2060-1	390 (400-1)		NA		
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1 450 (500-1)	2120-1½ 450 (500-1½)		NA

NC-22 OCT 2009 to 19 NOV 2009